

MIDTOWN

PLAZA

AREA PLAN DATA BOOK



CITY OF FOUNTAINS
HEART OF THE NATION



KANSAS CITY
MISSOURI



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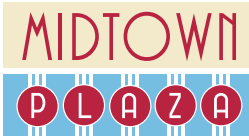
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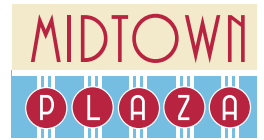
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INTRODUCTION



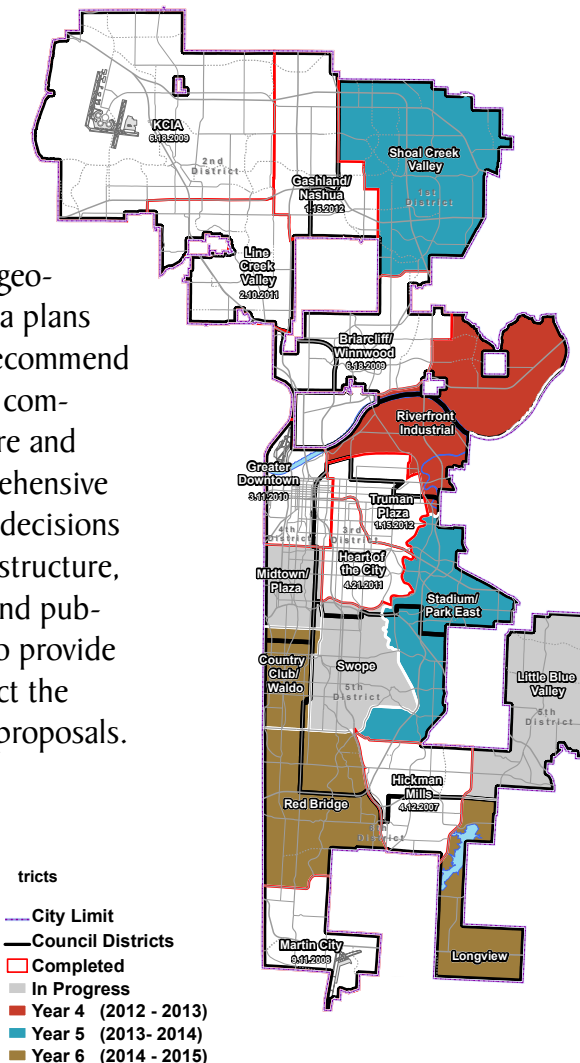
Purpose of the Databook

The purpose of this databook is to provide background and supporting information for the development of the *Midtown/Plaza Area Plan*. The Databook will be a companion resource document to the plan, and will provide the following during the planning process:

- Relevant information about the neighborhoods within the Plan Area, including facts, trends, and key issues that will serve as a foundation for recommendations.
- Information about past, on-going and planned initiatives.
- An understanding of planning and development in the citywide context.
- A frame of reference for the development of a vision as well as goals, objectives and policies.

Purpose of an Area Plan

The city is divided into 18 geographic areas for which area plans are prepared. Area plans recommend strategies to help realize a community's vision for the future and provide a proactive, comprehensive framework to guide public decisions on land use, housing, infrastructure, community development, and public services. Area plans also provide reactive guidelines, to direct the evaluation of projects and proposals.



Planning is a process by which a community assesses what it is and what it wants to become, then decides how to make it happen. Specifically, planning guides public policy decisions on land use, infrastructure, public services and zoning.

Planning Area Boundary

The Midtown/Plaza area encompasses portions of 25 diverse neighborhoods within Kansas City, Missouri's urban core (see map). In addition, the plan area includes such landmarks and districts as:

- Westport
- The Country Club Plaza
- The Nelson-Atkins Museum of Art
- 39th Street West Commercial District
- The Kauffman Foundation
- The Anita B. Gorman Conservation Discovery Center
- Loose Park
- The University of Missouri – Kansas City
- Rockhurst University

The planning area boundary is generally defined as:

North: 31st Street
 South: 55th Street
 East: The Paseo
 West: State Line Road

Overview

The Midtown/Plaza area, which was incorporated into the City from 1897 to 1909, is within portions of the 3rd, 4th, and 5th Council Districts and is served by the Kansas City, Missouri School District. The area benefits from historic neighborhoods, a diverse population, the presence of large institutions, and a number of vibrant commercial districts. Major challenges include redevelopment pressures, crime, the status of the Kansas City School District, and maintenance of public infrastructure.



HISTORY

The Midtown/Plaza planning area encompasses many historic neighborhoods and areas, starting with Midtown on the north end and moving south through Westport, the Plaza and finally the Country Club District. The development of this area south of Union Station relates to the development of transportation technologies. The advent of street car lines spread both residential and commercial development south along major commercial corridors. By 1897, due to the construction of street car lines along with water and sewer lines, developments pushed south to envelope and annex the town of Westport, and by 1909, the area down to 79th Street was annexed, nearly doubling the size of the city.

The Westport area, from 31st St to 47th St., had its own unique beginning closely associated with the founding of Kansas City and the westward expansion of the United States. John Calvin McCoy was interested in selling and trading, but he opened his store inland on the Santa Fe Trail, instead of on the river four miles to the north. McCoy filed a plat on his land in 1833 and because he considered it a portal to the West, named it Westport.

McCoy also found a rock ledge on the south shore of the Missouri River that formed a natural landing for riverboats. Until that time, Independence, Missouri has been the best spot for transferring supplies from the river route to the land routes westward. The water route was faster and easier than shipping by land, and McCoy reasoned that if supplies could float to his landing – about 22 miles farther west than Independence – even the four-mile trip overland to Westport would cut the land haul by 18 miles. The idea worked, and by 1845 Westport had replaced Independence as a source of supplies and point of departure for wagons headed west.

At what is now Pennsylvania and Westport Road in the mid 1800s, entrepreneurs established the first businesses in Westport. Kelly's (the Boone Store), which replaced Yochum's Tavern and Inn in 1850, and McCoy's Trading Post were some of the early businesses. Westport incorporated seven years after Kansas City.





The 1890s and 1900s were some of the most active and prosperous decades for real estate development in Kansas City. With the annexation of Westport in 1897, suburban development boomed. Residents began moving east and south into areas around Westport such as Roanoke, Volker, West Plaza, Coleman Highlands, Greystone, Valentine, Old Hyde Park, Squier Park, Manheim, Hyde Park, and the exclusive Janssen Place. Early residents of these areas included many of our “City Fathers,” such as Henry Van Brunt, Fred Harvey, Nat Milgrim, and Kirkland and Charles Armour.

The 1893 Report of the Board of Park and Boulevard Commissioners of Kansas City, Missouri which outlined George E. Kessler’s bold vision for a park and boulevard system in Kansas City had a significant influence on the development of the planning area. This document represented the culmination of a year’s study of the physical attributes and social needs of the growing city. The entire parks and boulevards system and its effect on city development is representative of the American “City Beautiful” movement. Ward Parkway, Linwood Blvd, Armour Blvd, J C Nichols Parkway, Rockhill Rd, Gillham Rd, and the Paseo are some of the most significant works of Kessler and the landscape architectural firm Hare & Hare.

William Rockhill Nelson, publisher of the Kansas City Star, promoted the “City Beautiful” movement in his stories and editorials. Nelson planned and developed the Rockhill Neighborhood on land he acquired around 1890 at what is now Emmanuel Cleaver II Boulevard and Rockhill Road. That parcel of land also became the site of the Nelson-Atkins Museum of Art, which he gave to the community in 1933. His design for the Rockhill district with its modest but tasteful houses is considered a physical expression of the “City Beautiful” movement.

The area south of 47th Street began development with simple agricultural aspirations. In 1844, John B. Wornall came from Kentucky and bought 494 acres of land. He built a four-room log house near what is now 61st Street Terrace and Wornall Road. In 1858, the Wornall family built a substantial brick mansion some 200 feet north of the original cabin. The family still owned most of the original land when J.C. Nichols bought it



HISTORY

for the Country Club District in 1908. The Wornall Home is today designated as a national and local historic landmark and is maintained as a museum by the John Wornall House Museum Association.

Development of the Country Club District is due to the genius of a single real estate investor and developer, Jesse Clyde Nichols, Sr., whose successive purchases of more than 4,000 acres began in 1907. Nichols' investment must have seemed speculative at the time, although it appears visionary in retrospect. Fate and fashion favored Nichols. From the beginning, Kansas City has grown inexorably south. In 1907 Nichols bought 10 acres at 51st Street and Grand Avenue, where he built houses and a small shopping center. As early as 1912, he began to formulate plans for a more comprehensive business district in nearby Brush Creek valley. This would not only provide shops and services for the homes he was building on Sunset Hill and in Crestwood, but would act as a buffer between them and the business sector of the city. It took 10 years for Nichols to acquire the original 60 acres that comprised the Country Club Plaza. Nichols named the district for the exclusive golf and country club that was then located at 55th Street and Wornall Road, now the site of Loose Park. Construction began on the Plaza in 1922 and the first Plaza Christmas lights were hung in 1925.

In his determination to build tree-lined boulevards and landscaped parkways following the natural terrain, Nichols was influenced by George Kessler, designer of the Parks and Boulevards system, who was employed for the preparation of the design. Nichols consistently considered the total environment, planning subdivisions that would contain not only residences but shops, schools, and churches.





One of the most critical tools Nichols used to protect property values was the deed restriction. J.C. Nichols was not the first developer to utilize deed restrictions in an attempt to protect property values, but he certainly was one of the best. Most controversial, in today's world, were his restrictive covenants, which limited ownership to whites (ruled illegal with Shelley V. Kraemer in 1948.) The restrictive covenants also regulated the architectural design and size of all structures in the district.

A milestone in neighborhood empowerment occurred in the early 1920s when the Country Club Homes Association was officially formed; this was the first homes association in Missouri - others followed in succeeding years.

In the late 1920s and early 1930s, high-rise residential buildings were developed around the Plaza. The 1930s saw a flurry of public projects, including the construction of the Nelson Gallery (1930-1933) and the paving of Brush Creek (1933).

While the Country Club District developed from Crestwood to the West, to the east of the district, other developers established neighborhoods that contain the popular middle and upper class house styles of the early 20th century, such as Prairie, Craftsman and Colonial Revival styles. The neighborhoods of Rockhill Crest and Troostwood demonstrate this development pattern and were spurred due to their proximity to the Troost streetcar line and emulate some of Nichols Planning principals.



The Country Club Plaza continued to grow and change through the decades. High-rise residential development encircled the Plaza and three major hotels located in the area during this time. Since the early 1970s, the Plaza has been transformed from a neighborhood retail district into one of Kansas City's most important commercial centers with regional significance.

HISTORY

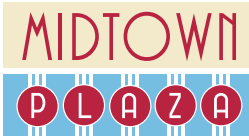


Increased interest in development on the Plaza was especially prominent in the 1980s when approximately 1 million square feet of office space was constructed in the area. In addition, neighboring institutional growth; demand for moderate-cost apartments, single-family housing, luxury apartments, and condominium units; traffic concerns; and flood control requirements prompted the City Development Department to prepare The Plaza Urban Design and Development plan in the late 1980s. This plan, first adopted in 1989, seeks to maintain the quality and character of the Plaza area and to ensure that new development respects the important design features and outstanding amenities that already exist in the area.

The southern portion of the planning area has a strong east-west development along Brush Creek that includes development of the Kauffman Foundation, Stowers Institute, the Discovery Center, UMKC, Rockhurst University, and the Gates Shopping Center.

The Midtown/Plaza planning area has a unique concentration of historic, cultural, and architectural resources. The influence of Nichols, Nelson, and Kessler remains prominent and the area still boasts some of the most desirable real estate in the city.





DEMOGRAPHICS

Analysis of demographic trends helps to provide insights into potential strengths and opportunities within the Midtown/Plaza area. The following demographic analysis is based on data obtained from 2010 United States Census.

Note: Since the City almost doubled in size in 1962 due to annexation, comparison of citywide information to the plan area will begin with the 1970 U.S. Census information.

The following definitions apply:

PLAN AREA:

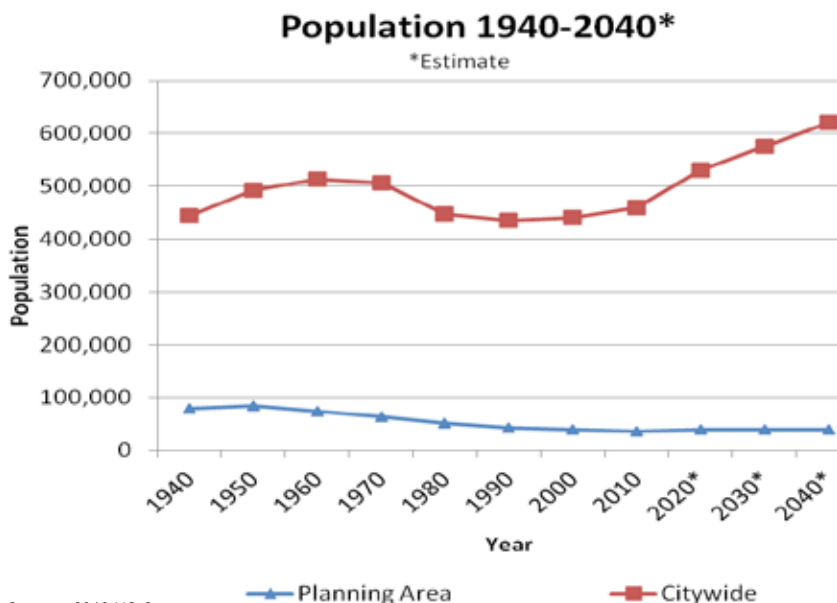
Land and/or persons within the Plan Area boundaries (6.4 square miles), as described and mapped on page 6

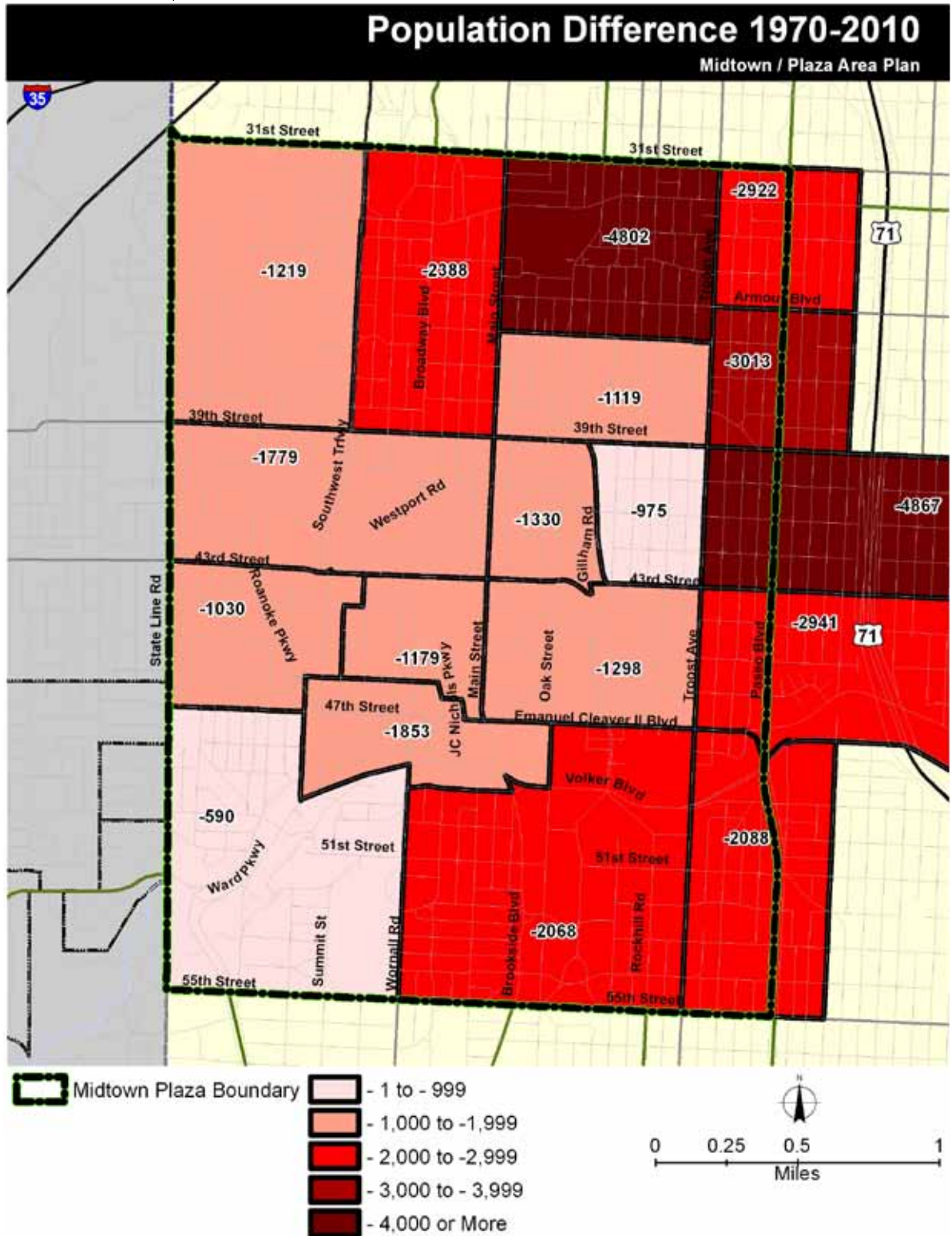
CITYWIDE:

All land incorporated and/or persons residing within Kansas City, Missouri (317 square miles)

Population Trends

- Between 1950 and 1990, the population of the planning area had significant population loss, decreasing by approximately 49%.
- Between 1970 and 2010, the loss in population of the planning area has slowed, losing approximately 18% as compared the citywide population increase of 5%.
- These changes are partially explained by the outward migration of residents to suburban communities and recent population growth north of the Missouri River.
- According to estimates provided by the Mid-America Regional Council, the population of the planning area is expected to stabilize in the coming years, while the citywide population is expected to increase.

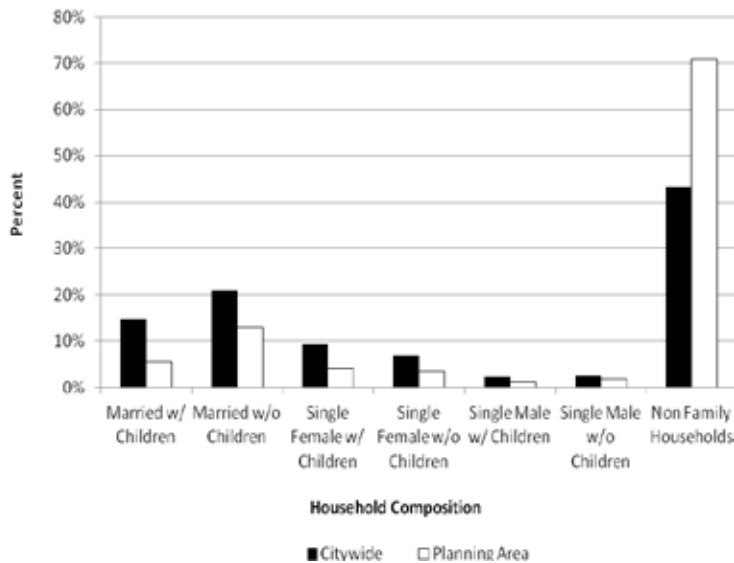




DEMOGRAPHICS

Household Type

- As of 2010, households in the area were predominantly non-family with significantly fewer married couples compared to the rest of the City. Family households are defined as a household consisting of two or more persons living together who are related.

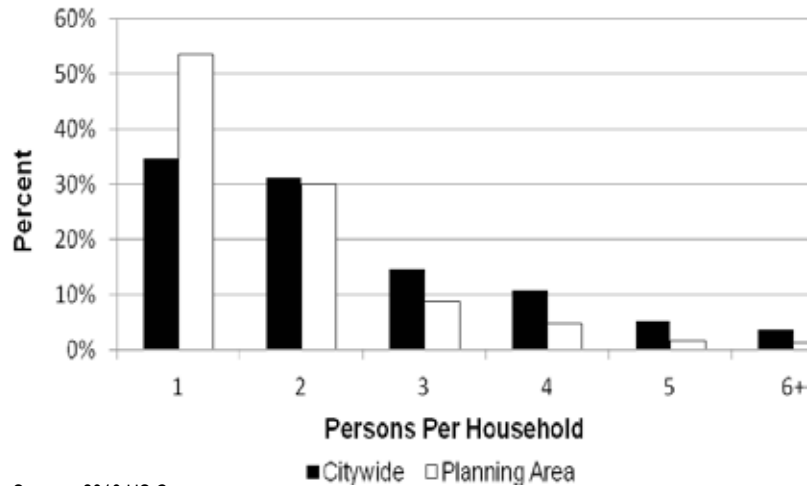


Source: 2010 US Census



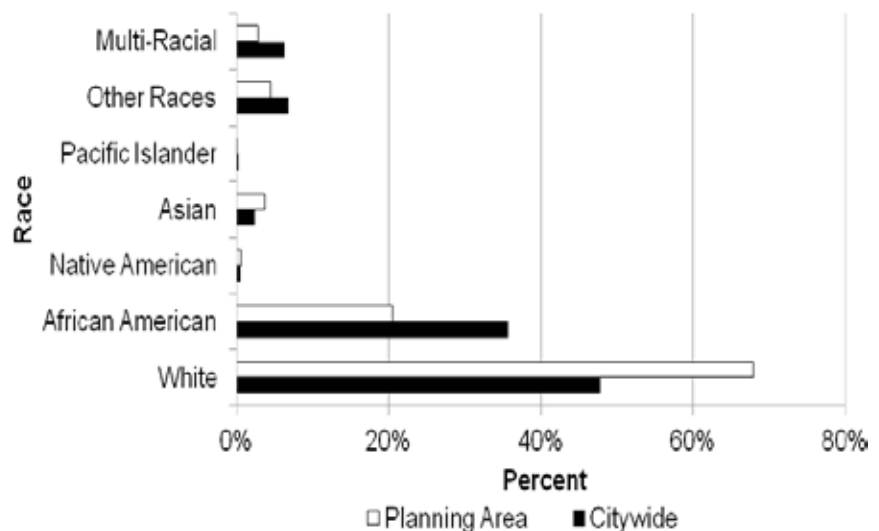
Household Size

- Households in the area were relatively small. Just over half had only one person and approximately 80% of the households had 2 or fewer people. This is likely due to the large percentage of 20-34 year olds living in the area who often have not married or had children yet.



Race

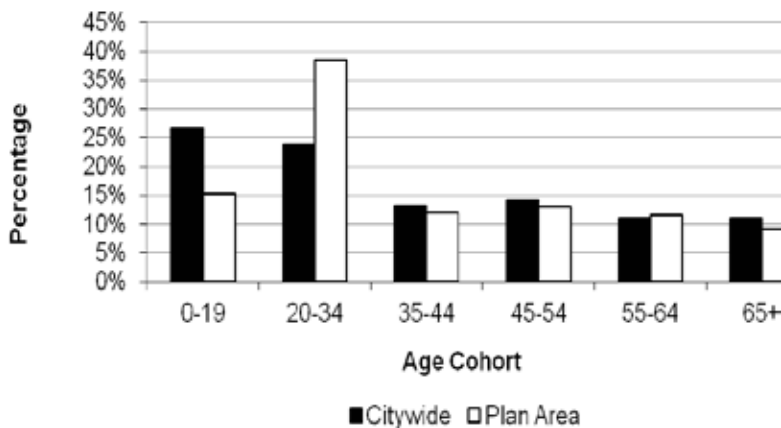
- The minority population of the planning area (32%) is significantly below the citywide average (52%).



DEMOGRAPHICS

Age Distribution

- Although the median age for the area is only slightly lower than citywide average, the plan area's median age has not changed significantly in the past 30 years (from 32 to 33 years old), while the citywide median age has increased at a faster rate (from 31 to 35 years).
- There are relatively few residents in the planning area between the ages of 0-19, when compared to the city as a whole, and far more residents between the ages of 20-34.

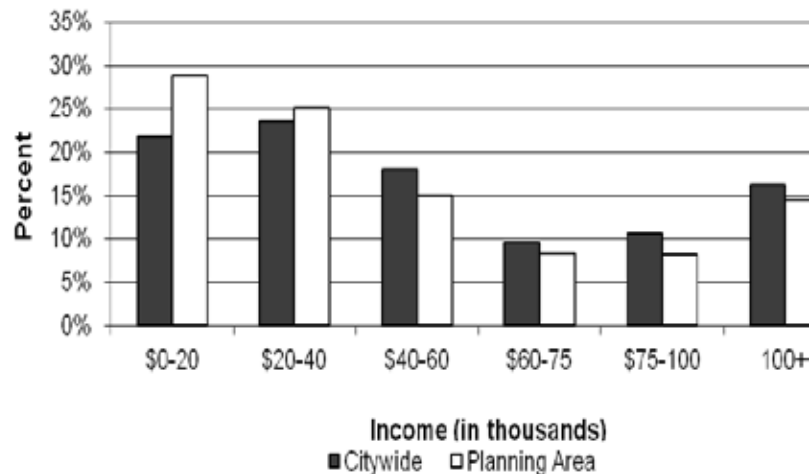


Source: 2010 US Census



Household Income

- In 2010 the median household income (\$35,528) was approximately 80% of the citywide median income (\$44,629).
- Household size is an important factor in household income. With over 50% of the area's residents living alone, the household income is a single individual's income. Larger households potentially include more than one wage earner.
- The graph also shows a large percentage of households making \$0-\$20,000. It is important to note, with that statistic, that there are two universities and two colleges within the plan area and these lower incomes may reflect some of the student population.

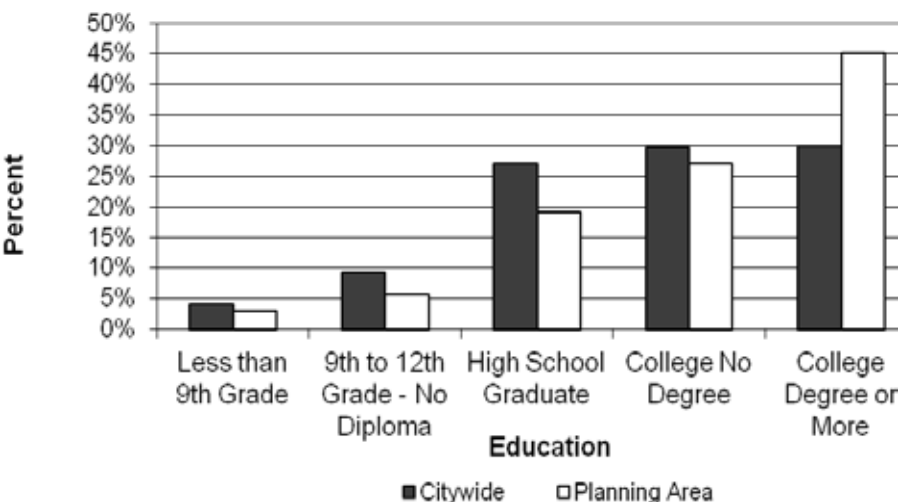


Source: 2010 US Census

DEMOGRAPHICS

Educational Attainment

- The educational attainment of the planning area is higher than the city-wide average, with 45% of residents having a college degree or more, compared to 30% Citywide.

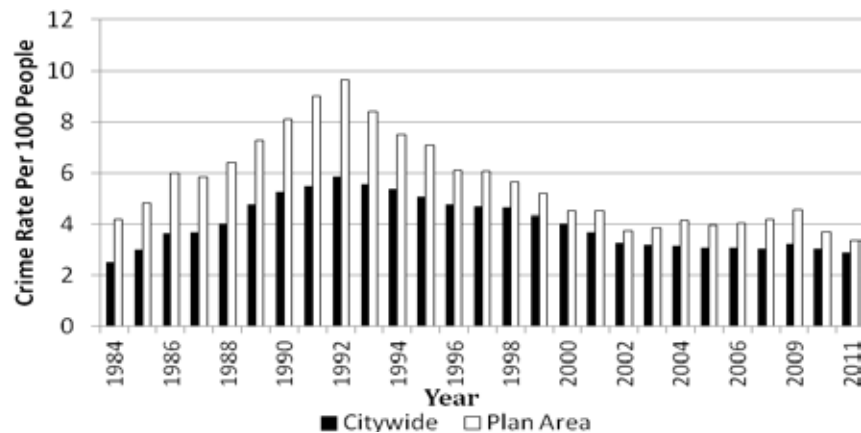


Source: 2010 US Census



Violent Crime

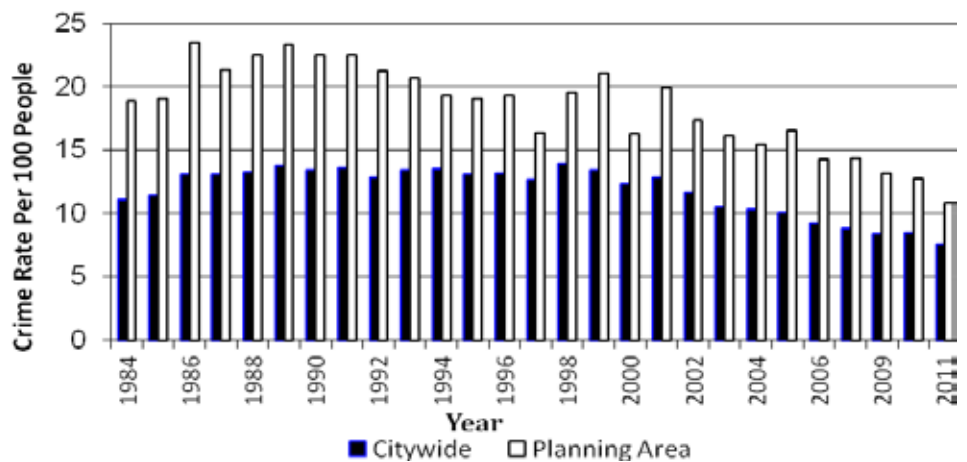
- Since the early 1990s, the violent crime rate both in the Planning Area and Citywide has decreased significantly (65% in the Plan Area and 52% Citywide). For the purpose of this document violent crimes consist of: homicide, manslaughter, rape, strong armed robbery, armed robbery, aggravated assault, and non-aggravated assault. All other reported incidents are generally considered non-violent crimes.



Source: KCMO Police Department

Non-Violent Crime

- The non-violent crime rate in the planning area has been historically higher than the Citywide average, both have steadily declined over the last decade. Since the early 1990's while the Citywide non-violent crime rate declined by 45%, the rate in the plan area decreased by 52% and is now more in line with the rest of the City.

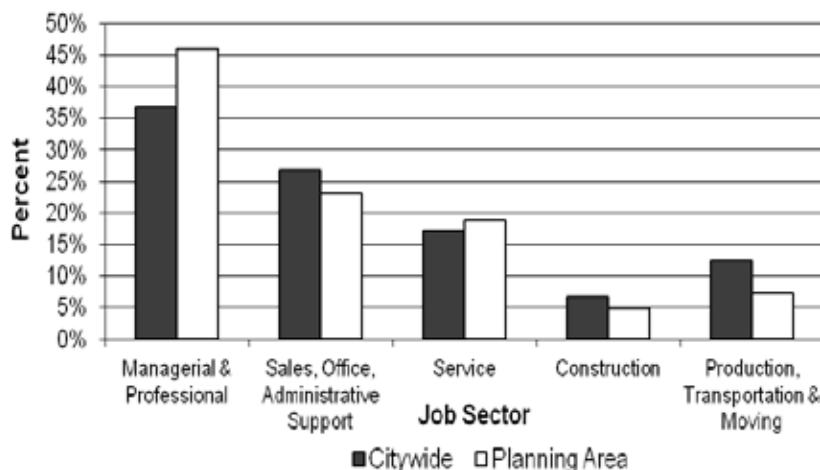


Source: KCMO Police Department

DEMOGRAPHICS

Employment

- Almost half of the persons residing in the area in 2010 worked in managerial or professional occupations.
- Between 1980 and 2010, the total number of jobs held by area residents dropped 23%, while they increased nearly 8% citywide. This can be attributed to population decline and the sharp decline workers employed in government sector jobs within the area.



Source: 2010 US Census

Conclusions

- Although the Citywide population has only decreased slightly since 1970, the planning area has seen a significant drop in population over that period.
- The planning area has a lower median income than the Citywide average, it is younger, more highly educated, has a lower household size, lower home ownership rate, and a large percent of residents who have jobs in the managerial and professional fields. This suggests that the area has a higher percentage of mobile, young professionals that move out of the area when they get older and are replaced by a new generation every few years.
- Although crime is slightly higher than the Citywide average, it has dropped significantly over the past 20 years.

Summary Table

MIDTOWN PLAZA PLANNING AREA								
REPORT 2 - GENERAL POPULATION CHARACTERISTICS								
Source: 1980, 1990, 2000 and 2010 Censuses; and 2006-2010 American Community Survey (contributed to shaded cells)								
CHARACTERISTIC	NUMBER				PERCENT			
	1980	1990	2000	2010	1980	1990	2000	2010
POPULATION (%'s are % change from 10 years previous or 2000 to 2010)	50,964	43,780	39,665	35,995	-20.8	-14.1	-9.4	-9.3
SEX								
Male	23,402	21,624	20,474	18,670	45.9	49.4	51.6	51.9
Female	27,562	22,156	19,190	17,325	54.1	50.6	48.4	48.1
RACE AND ETHNICITY								
All Persons								
Race								
White	38,516	29,728	26,144	24,446	75.6	67.9	65.9	67.9
African American	9,955	11,404	9,564	7,365	19.5	26.0	24.1	20.5
Native American	256	226	237	199	0.5	0.5	0.6	0.6
Asian (pre-2000 includes Pacific)	532	821	982	1,323	1.0	1.9	2.5	3.7
Pacific Islander	-	-	34	31	-	-	0.1	0.1
Other Races (pre-2000 includes More than One Race)	1,705	1,601	1,619	1,613	3.3	3.7	4.1	4.5
More than One Race	-	-	1,085	1,018	-	-	2.7	2.8
Hispanic Origin (of any race)	2,985	2,904	3,785	3,485	5.9	6.6	9.5	9.7
Minority (non-white and / or of Hispanic Origin)	13,972	15,270	15,290	13,133	27.4	34.9	38.5	36.5
Persons Under 18 Years Old								
Race								
White	-	-	2,275	1,844	-	-	40.1	44.2
African American	-	-	2,615	1,513	-	-	46.0	36.2
Native American	-	-	24	30	-	-	0.4	0.7
Asian	-	-	76	89	-	-	1.3	2.1
Pacific Islander	-	-	5	3	-	-	0.1	0.1
Other Races	-	-	413	424	-	-	7.3	10.2
More than One Race	-	-	272	272	-	-	4.8	6.5
Hispanic Origin (of any race)	-	-	909	762	-	-	16.0	18.3
Minority (non-white and / or of Hispanic Origin)	-	-	3,781	2,582	-	-	66.6	61.9
AGE								
Under 5 Years	2,397	2,548	1,799	1,597	4.7	5.8	4.5	4.4
5 to 9 Years	1,871	1,756	1,567	1,087	3.7	4.0	3.9	3.0
10 to 14 Years	1,870	1,381	1,455	915	3.7	3.2	3.7	2.5
15 to 19 Years	3,180	2,211	2,293	1,951	6.2	5.0	5.8	5.4
20 to 24 Years	7,651	4,871	4,987	5,229	15.0	11.1	12.6	14.5
25 to 34 Years	12,239	11,287	9,307	8,684	24.0	25.8	23.5	24.1
35 to 44 Years	4,064	7,056	6,416	4,284	8.0	16.1	16.2	11.9
45 to 54 Years	3,768	3,465	5,157	4,711	7.4	7.9	13.0	13.1
55 to 64 Years	4,497	3,023	2,663	4,168	8.8	6.9	6.7	11.6
65 to 74 Years	4,560	2,990	1,965	1,811	8.9	6.8	5.0	5.0
75 Years or Older	4,865	3,193	2,058	1,558	9.5	7.3	5.2	4.3
Median Age (number is in years, percent is this median's percent of the metropolitan area median)	32.0	33.1	33.3	33.3	105.2	100.7	94.7	91.3
School-Aged Children (5 to 17)	5,081	4,032	3,881	2,578	10.0	9.2	9.8	7.2
Households with Children Under 18	3,816	3,670	3,142	2,359	13.9	15.6	14.6	12.1
Elderly (65 years or older)	9,425	6,183	4,023	3,369	18.5	14.1	10.1	9.4
Elderly Householder Households	-	-	2,895	2,414	-	-	13.4	12.4

HOUSING



Analysis of demographic trends helps to provide insights into potential strengths and opportunities within the Midtown/Plaza area. The following demographic analysis is based on data obtained from 2010 United States Census.

Note: Since the City almost doubled in size in 1962 due to annexation, comparison of citywide information to the plan area will begin with the 1970 U.S. Census information.

The following definitions apply:

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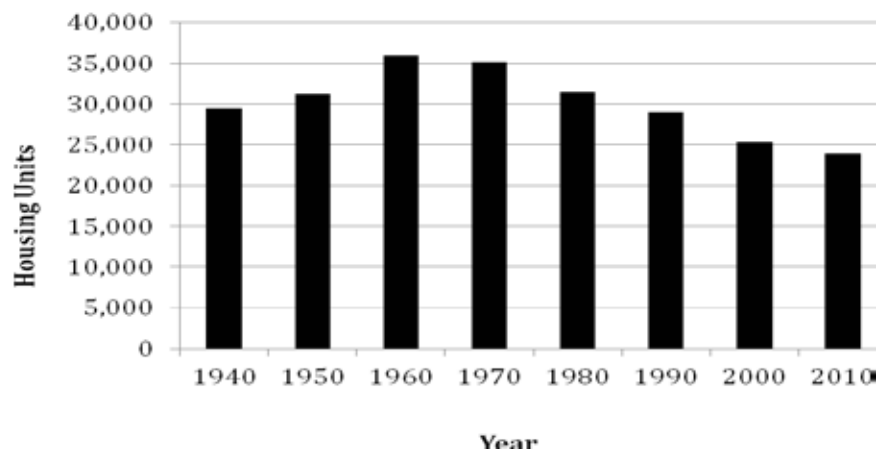
Land and/or persons within the Plan Area boundaries, as described and mapped on page x (Ron Please insert page number) (6.4 square miles)

CITYWIDE:

All land incorporated and/or persons residing within Kansas City, Missouri (317 square miles)

Housing Units, 1940-2010

- Having approximately 35,108 housing units in 1970, the area has experienced a 36% decrease in housing units within the planning area, having approximately 24,000 in 2010.
- Over that same time, the City increased its housing stock approximately 13% from 192,300 to nearly 222,000 units.
- Several factors may have led to the loss of housing units including demolition, reconversion of multi-family back to single family units and change of land use.

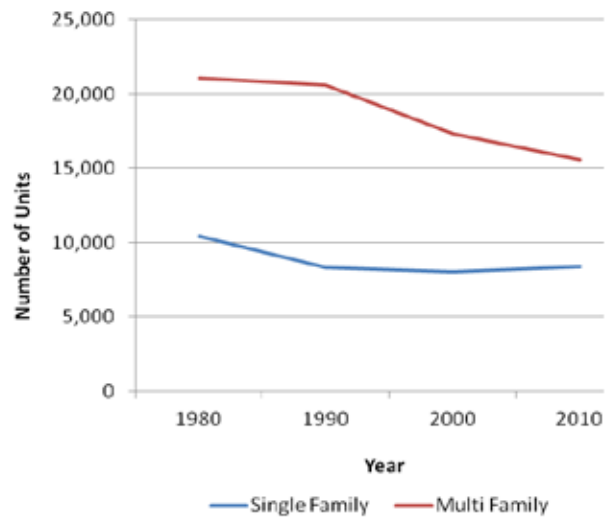


Source: 2010 US Census



Housing Type

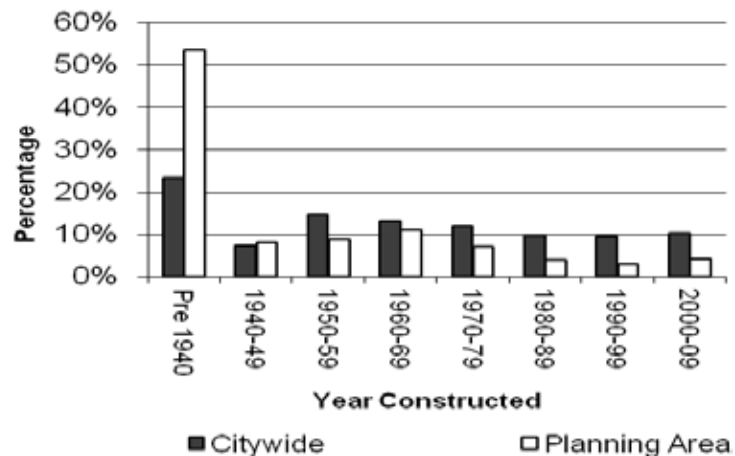
- Multi-family is the prevailing housing unit type, making almost 2/3 of all residences within the plan area. Citywide, less than 1/3 of all residences are multi-family.
- Approximately 26% of multi-family units have been removed from the area since 1980 as compared to 20% of single family units.



Source: 2010 US Census

Housing Age

- Approximately 71% of the housing units in the area were created prior to 1960. These homes, which are now more than 50 years old, are at the age where significant repairs and maintenance may be required.



Source: 2010 US Census

HOUSING

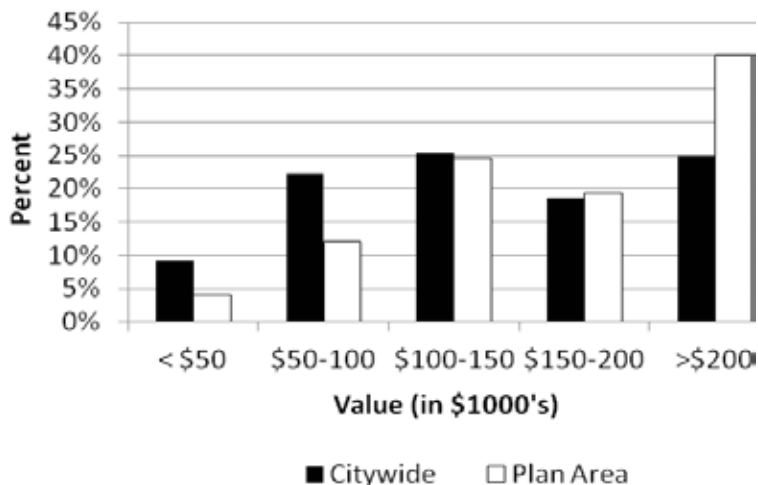
Housing Occupancy

- The 2010 Census shows that 18.6% of all housing units within the Planning Area were vacant compared to 13.3% Citywide. This higher rate may reflect upon properties for sale and foreclosures.
- Approximately 33% of occupied housing units in the plan area were owner occupied in 2010 compared to 56% Citywide. This lower home ownership level is likely due to the large amount of multi-family units, the age of the population and mobility of area residents.

	1980	1990	2000	2010
Plan Area				
Owner Occupied	24.4%	26.5%	28.7%	33.2%
Renter Occupied	75.6%	73.5%	71.3%	66.8%
Vacant	12.8%	18.6%	14.9%	18.6%
Citywide				
Owner Occupied	57.9%	56.9%	57.7%	56.2%
Renter Occupied	42.1%	43.1%	42.3%	43.8%
Vacant	8.6%	12.0%	9.1%	13.3%

Housing Value

- In 2010 housing values in the area were high, with 40% of homes valued at more than \$200,000 as compared to only 25% for the City as a whole.
- The median value for owner occupied homes in 2010 (using 2009 dollars) was \$174,240 the citywide median value in 2010 was \$136,731.



Source: 2010 US Census





Average Rent

- According to the 2010 United State Census, the average rent in the planning area was \$544 which is a decrease from the 2000 average rent of \$722. Citywide, the average rent in 2010 was \$712, a slight decrease from the 2000 average rent of \$753.

Conclusions

- The Midtown/Plaza area offers a variety of housing options that serves a diverse population.
- Although the overall housing stock is older than the citywide average, the majority of the area has held its value and is a sought after location for urban home ownership and rental units.
- Affordable rental housing is available in close proximity to many of the City's most recognized commercial destination areas.

The data in this chapter will inform the Steering and Technical Committee of the Area Plan, providing information that will allow its participants to take advantage of the opportunities available in the area.

HOUSING



Summary Table

MIDTOWN PLAZA PLANNING AREA								
REPORT 3 - HOUSING UNIT CHARACTERISTICS								
Source: 1980, 1990, 2000 and 2010 Censuses; and 2006-2010 ACS (contributed to shaded cells)								
CHARACTERISTIC	NUMBER				PERCENT			
	1980	1990	2000	2010	1980	1990	2000	2010
HOUSING UNITS (percents are % change from 10 years previous or 2000 to 2010)	31,532	28,940	25,312	23,934	-10.2	-8.2	-12.5	-5.4
TYPE								
Single Family	10,432	8,336	8,005	8,368	33.1	28.8	31.6	35.0
Mobile Homes	-	-	7	36	-	-	0.0	0.1
Other Single Family	-	-	7,998	8,330	-	-	31.6	34.8
Multifamily	21,100	20,604	17,307	15,568	66.9	71.2	68.4	65.0
YEAR BUILT (among housing units still existing in data source year)								
Before 1940	19,260	16,587	12,429	12,837	61.1	57.3	49.1	53.6
1940 to 1949	4,788	4,105	3,097	1,967	15.2	14.2	12.2	8.2
1950 to 1959	3,769	3,095	3,173	2,107	12.0	10.7	12.5	8.8
1960 to 1969	2,774	2,724	2,999	2,627	8.8	9.4	11.8	11.0
1970 to 1979	923	1,305	1,711	1,724	2.9	4.5	6.8	7.2
1980 to 1989 (for 1980 Census only includes first three months of 1980)	17	1,096	894	931	0.1	3.8	3.5	3.9
1990 to 1999 (for 1990 Census only includes first three months of 1990)	-	27	933	747	-	0.1	3.7	3.1
2000 to 2010 (for 2000 Census only includes first three months of 2000)	-	-	75	994	-	-	0.3	4.2
VALUE dollars* for owner-occupied, non-mobile, single family homes on fewer than 10 acres, without a business or medical office)								
Under \$25,000	343	222	136	126	6.9	4.6	2.8	1.8
\$25,000 to \$50,000	889	222	305	162	18.0	4.6	6.3	2.3
\$50,000 to \$80,000	1,118	860	603	449	22.6	17.9	12.5	6.5
\$80,000 to \$100,000	598	567	506	383	12.1	11.8	10.5	5.5
\$100,000 to \$150,000	879	1,367	1,215	1,702	17.8	28.4	25.2	24.5
\$150,000 to \$200,000	508	578	799	1,353	10.3	12.0	16.6	19.4
\$200,000 or More	613	996	1,254	2,781	12.4	20.7	26.0	40.0
Median Value (percent is this median's percent of the metro area median)	\$ 84,147	\$ 119,583	\$ 135,338	\$ 174,240	96.1	135.8	96.5	108.6
AVERAGE RENT (in 2009 dollars. Percent is this average's percent of the metro area average)	\$ 501	\$ 697	\$ 722	\$ 544	126.8	147.9	91.9	78.0

MIDTOWN PLAZA PLANNING AREA REPORT 4 - HOUSING UNIT OCCUPANCY

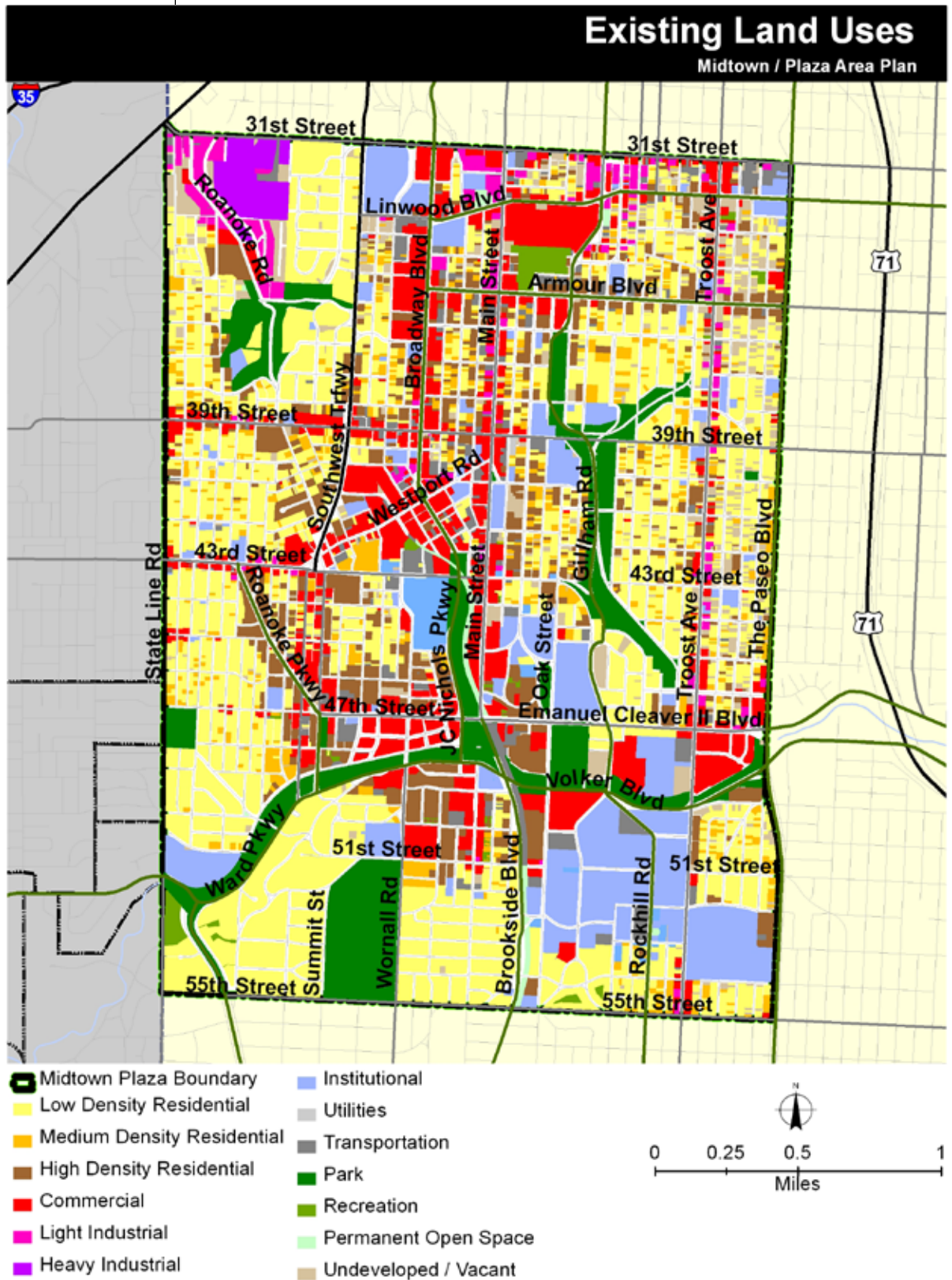
Source: 1980, 1990, 2000 and 2010 Censuses; and 2006-2010 ACS (contributed to shaded cells)

CHARACTERISTIC	NUMBER				PERCENT			
	1980	1990	2000	2010	1980	1990	2000	2010
OCCUPIED (percents are % of all housing units)	27,488	23,565	21,549	19,473	87.2	81.4	85.1	81.4
Tenure (percents are % of all occupied units)								
Owner-Occupied	6,712	6,236	6,186	6,463	24.4	26.5	28.7	33.2
Renter-Occupied	20,776	17,329	15,363	13,010	75.6	73.5	71.3	66.8
Owner-Occupied Single Family Homes (percents are % of occupied single family homes)	-	-	4,914	5,213	-	-	70.8	69.4
VACANT (percents are % of all housing units)	4,044	5,375	3,763	4,461	12.8	18.6	14.9	18.6
Tenure Sought (percents are % of all vacant units)								
For Sale	315	413	187	491	7.8	7.7	5.0	11.0
For Rent	2,658	3,484	2,280	2,257	65.7	64.8	60.6	50.6
Not on the Market	1,072	1,478	1,296	1,712	26.5	27.5	34.4	38.4
Proportion of Tenure Type								
For Sale (percents are % of all units that either are owner-occupied or offered for sale)	315	413	187	491	4.5	6.2	2.9	7.1
For Rent (percents are % of all units that either are renter-occupied or offered for rent)	2,658	3,484	2,280	2,257	11.3	16.7	12.9	14.8
TENURE BY ETHNICITY								
White Householder Units								
Owner-Occupied	-	-	-	5,419	-	-	-	38.6
Renter-Occupied	-	-	-	8,612	-	-	-	61.4
African American Hhr. Units								
Owner-Occupied	-	-	-	674	-	-	-	18.2
Renter-Occupied	-	-	-	3,024	-	-	-	81.8
Hispanic Householder Units								
Owner-Occupied	-	-	-	443	-	-	-	32.0
Renter-Occupied	-	-	-	941	-	-	-	68.0
OVERCROWDED (Occupied units with more than one person per room. Percents are % of all occupied units)	587	616	722	200	2.1	2.6	3.3	1.0
MOBILITY (Households that moved in 5 or fewer years before each survey that were still resident in the survey year. Percents are % of all households.)	18,384	15,761	14,463	12,575	66.9	66.9	67.1	64.6

LAND USE and DEVELOPMENT

This chapter provides land use and development data for the Midtown/Plaza area including: existing land use, existing zoning, ownership, economic incentive areas, building permit data, major development projects, and historic designations. This data will guide recommendations on future land use, identification and protection of existing assets, and identification of areas that are poised for redevelopment.





LAND USE and DEVELOPMENT

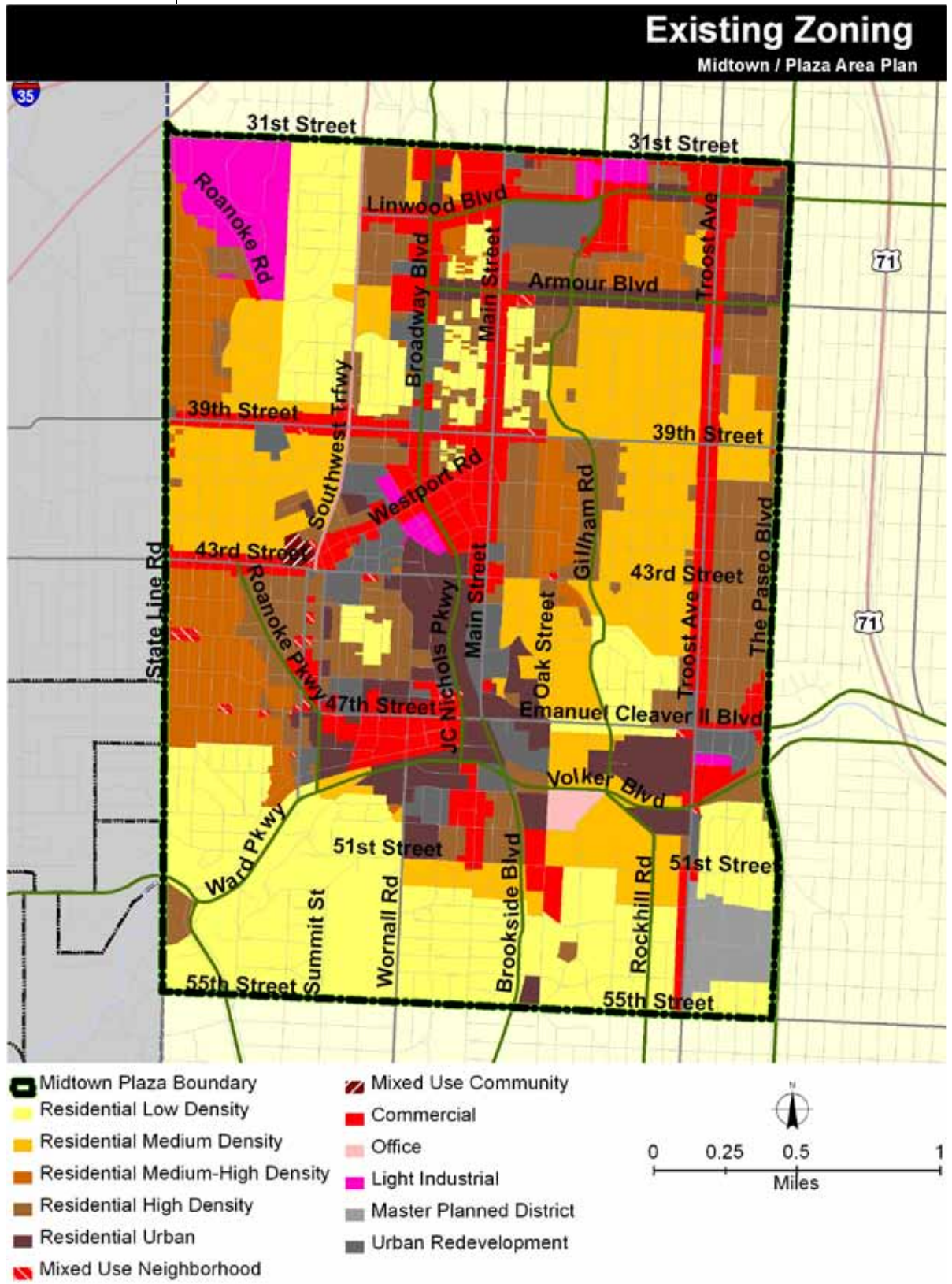
Existing Land Use Patterns

The Existing Land Uses table shows land use categories, excluding right-of-way (space for roadways, interstate access points, etc.) by acres and percentage of land use within the Plan Area. The variety of land uses that exist within the planning area are shown in the adjacent Existing Land Use Map. Single Family Residential is the largest land use in the Plan Area, with over 1/3 of the area's acreage. The second largest land use is commercial, and third is high density residential. The purpose of this base information to show general land use patterns.

Land Use	Acres	% of Plan Area
Single Family	1,086	35%
Medium Density Residential	172	6%
High Density Residential	320	10%
Commercial	419	13%
Light Industrial	263	8%
Heavy Industrial	39	1%
Institutional	231	7%
Utility	2	0%
Transportation	209	7%
Park	129	4%
Recreational	29	1%
Permanent Open Space	53	2%
Vacant / Undeveloped	164	5%
Total	3,117	

Table does not include right-of-way acreage (981)





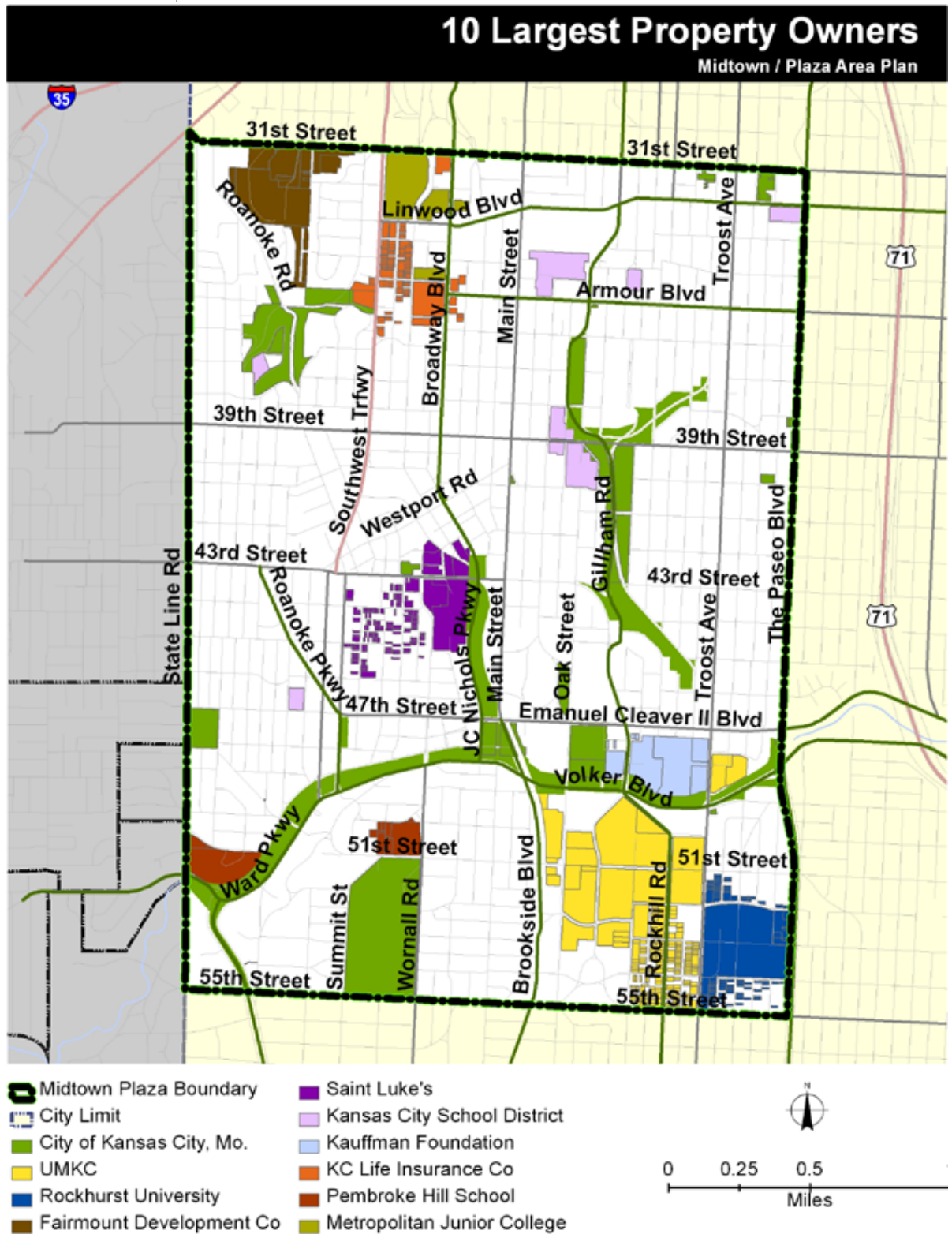
LAND USE and DEVELOPMENT

Existing Zoning

Zoning dictates the legal land use. The Existing Zoning table below states the general land use, associated zoning classifications, and quantities of each within the Midtown/Plaza planning area. The Existing Zoning Map on the next page shows the current zoning (by zoning type) within the Midtown/Plaza area. Existing zoning is another factor considered when developing the Recommended Land Use Map for the Area Plan.

Zoning Type	Zoning Classification	Acres	Plan Area
Residential Low Density	R-10, R7.5, R-6	1,032	25%
Residential Medium Density	R-5	754	18%
Residential Medium-High Density	R-2.5	326	8%
Residential High Density	R-1.5	671	16%
Residential Urban	R-0.5, R-0.3	312	8%
Mixed Use Neighborhood	B1-1	18	0%
Mixed Use Community	B2-2	6	0%
Commercial	B3-2, B4-2, B4-5, SR/O/B4-2	562	14%
Office	O-3	14	0%
Light Industrial	M1-5	137	3%
Master Planned District	MPD	60	1%
Urban Redevelopment	UR	208	5%
Total		4,098	100%





LAND USE and DEVELOPMENT

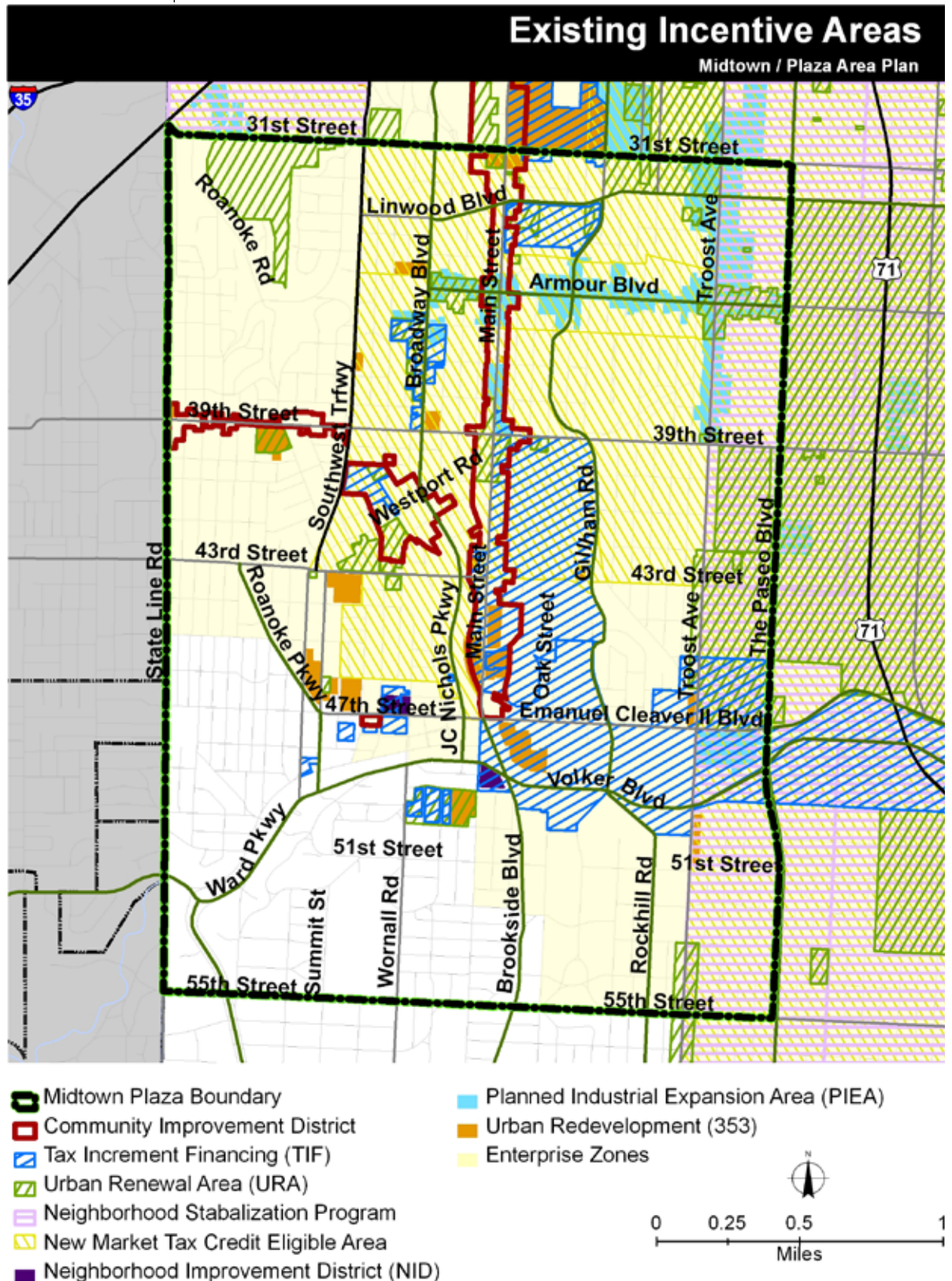
Ownership

In terms of land acreage, the City of Kansas City, Mo. is the largest land owner in the area with 311 acres. The second largest land owner is The University of Missouri – Kansas City (UMKC), and the third is Rockhurst University. The top 10 land owners in terms of land acreage are listed in the table below. There are numerous large institutional uses within the Planning Area. A balance between ensuring the institutional uses success while respecting surrounding neighborhoods is one topic to explore during the planning process. Overall, the ten owners with the largest acreage own 1/4 of the property in the Planning Area. These ownership patterns are visually depicted in the 10 Largest Property Owners Map on the next page.

Owner	Acres	% of Plan Area
City of Kansas City, Missouri	311	10%
UMKC	139	4%
Rockhurst University	62	2%
Fairmount Development	54	2%
Saint Luke's Hospital, Medical Plaza Partners, Westport Today/Tomorrow	46	1%
Kansas City Public Schools	40	1%
Kauffman Foundation	38	1%
Kansas City Life Insurance Co.	33	1%
Pembroke Hill School	30	1%
Metropolitan Junior College	29	1%
Subtotal	783	25%
Total	3,117	100%

Table does not include right-of-way acreage (981).

Please note that ownership information is collected from Jackson County, Missouri. The information is grouped according to owner name and crosschecked with owner address. Therefore, information is grouped according to corresponding owner names and/or owner addresses, and is accurate to that extent.



LAND USE and DEVELOPMENT

Economic Incentive Areas

There are many development incentive tools within Kansas City, Mo. and most are represented in the Midtown/Plaza area. The Existing Incentive Areas Map shows where the incentive tools are available within the Midtown/Plaza area. Each incentive is described on the following pages.

COMMUNITY IMPROVEMENT DISTRICT (CID)

A CID allows private property owners to tax themselves for improvements and services which benefit the district. A CID may be established as either a political subdivision or as a not for profit corporation. Missouri Statutes provide a CID with a variety of enumerated powers, including the authority to construct, reconstruct, install, repair, maintain, and equip public improvements including parks and streets. The improvements in a CID may be funded by the imposition of special assessments. If the CID is a political subdivision, the improvements may also be funded by a real property tax levied within the district after approval by a majority of the qualified voters within the district. Four CIDs exist within the Midtown/Plaza Area: 39th Street, Main Street, Skelly, and Westport.

TAX INCREMENT FINANCING (TIF)

When an area is redeveloped, it often generates taxes (property tax, sales tax, earnings tax) above what the property generated before. This increased tax revenue is called the "tax increment." In TIF areas, this increment can be diverted back to the developer to pay for specified costs of a redevelopment project (for up to 23 years of 100% of the increased property taxes and 50% of other local taxes). The increased property tax and a portion of the other new revenues are captured and placed in a special fund to pay for eligible costs of redeveloping the area. Approval by the TIF Commission and City Council is required. There are nine TIF districts throughout the planning area. The two largest are from Main to Gillham south of 39th Street and from Main along Brush Creek to the east of the plan area.

URBAN RENEWAL AREA (URA)

An Urban Renewal Area is identified and declared by the Land Clearance for Redevelopment Authority (LCRA) and the City Council of Kansas City, Mo. to be blighted, deteriorated or deteriorating, constituting a serious and growing menace injurious to the public health, safety, morals and welfare of the residents of the state. LCRA, with City Council approval, has the authority to grant property tax abatement (maximum abatement is ten years of 100% of the increased taxes), issue bonds, and assist with land acquisition. Urban Renewal Areas are also scattered throughout the planning area, mostly along major streets.

NEIGHBORHOOD STABILIZATION PROGRAM (NSP)

NSP is part of the Housing and Economic Recovery Act passed by Congress in 2008. Its primary purpose is to purchase foreclosed residential properties, rehabilitate them to livable standards, and then sell them to buyers who have an income no more than 120% of the Area Median Income. This program is available in certain census tracts. Within Midtown/Plaza, the eligible area extends between Troost and The Paseo.

NEW MARKETS TAX CREDIT PROGRAM

The New Markets Tax Credit (NMTC) program is a federal tax credit program designed to help direct the flow of capital into low-income communities by providing corporations with a tax credit incentive for investing in a qualified Community Development Entity (CDE). The CDE, which acts as an investment intermediary, is charged with using substantially all of the investment to provide capital to qualified low-income community businesses (QALICB), which can be a for-profit/not-for-profit business or real estate development entity. The Reeves-Wiedeman Company at 3635 Main Street utilized the NMTC program.

NEIGHBORHOOD IMPROVEMENT DISTRICT (NID)

Particular areas of land may be designated by the local government as a "neighborhood" that will benefit from a particular public improvement(s). Land owners within each designated neighborhood authorize the formation of NIDs (by a vote or petition). The local government determines the advisability of the specified improvements and establishes the district. The local government may authorize the issuance of general obligation bonds to finance construction of improvements in the district. To secure the bonds, a portion of the total cost is assessed against each landowner within the district and the special assessment becomes a tax lien against the property. There are two NIDs in Truman Plaza: Valencia Place and Plaza Library.

LAND USE and DEVELOPMENT

PLANNED INDUSTRIAL EXPANSION AUTHORITY (PIEA)

Following the approval of a Blight Study and General Development Plan by the Planned Industrial Expansion Authority and City Council, this incentive tool offers tax abatement similar to the Chapter 353 abatement, the power of eminent domain, and bond financing for land acquisition, construction and equipment in designated redevelopment areas. There are a few PIEA areas in the planning area, primarily focused along Troost north of 39th Street and along Armour Boulevard, another is located south of Emanuel Cleaver II Blvd between Troost and The Paseo.

URBAN REDEVELOPMENT (CHAPTER 353)

The Urban Redevelopment Corporation Law, State Statute “Chapter 353” establishes incentives in the form of property tax abatement and the power of eminent domain, to stimulate private investment and redevelopment of blighted areas in the city. City Council approval is required and an Urban Redevelopment Corporation must be formed to own the project. The urban redevelopment corporation may receive a maximum tax abatement for 100% of the value of the improvements to the property for a period of ten years and for 50% for the following 15 years. There are 24 small 353 projects throughout the planning area, many around the Plaza.

ENHANCED ENTERPRISE ZONES (EEZ)

Enhanced Enterprise Zones offer new and expanding businesses located within a designated Enterprise Zone a variety of state and/or local tax credits (state job creation and investment tax credits; abatement of 20 years of 50% of the increases in real property taxes). Benefits are designated to encourage investment and growth and to help address unemployment and underemployment within the City’s three Enterprise Zones. Tax exemptions and credits apply to State Corporate Income Tax and local property tax abatement for property owners who make improvements to real property. Businesses must be eligible, create at least two jobs, invest at least \$100,000, and receive approval from the EEZ Board. Two of the three Enhanced Enterprise Zones cover the entire planning area, the exception is the southwestern corner.

Building Permits

Building permits are a measure of construction activity. New construction, additions and alterations, and demolition permit data for the last ten years is shown in the Building Permits table and associated maps. Within the Midtown/Plaza Area there were more non-residential new construction permits than residential new construction permits (and more new single family residential than multi-family residential permits). There were more residential demolition permits than new construction permits, reflective of the housing and population statistics in the demographics chapter (decrease in population). By far the most permits issued (for both non-residential and residential) were for additions & alterations. This is a positive sign as addition & alteration permits are a sign of reinvestment.

BUILDING PERMITS, 2001-2011

Non-Residential	Number of Permits	Permit Value*
New Construction	284	\$230,986,141
Additions & Alterations	1,375	\$376,238,098
Demolition	100	\$1,673,376
Total	1,759	\$608,897,615

Residential	Number of Permits	Permit Value*
New Construction Single Family	97	\$27,025,408
New Construction Multi Family	61	\$123,826,726
Additions & Alterations	1,368	\$100,822,695
Demolition	289	\$22,018
Total	1,815	\$251,696,847

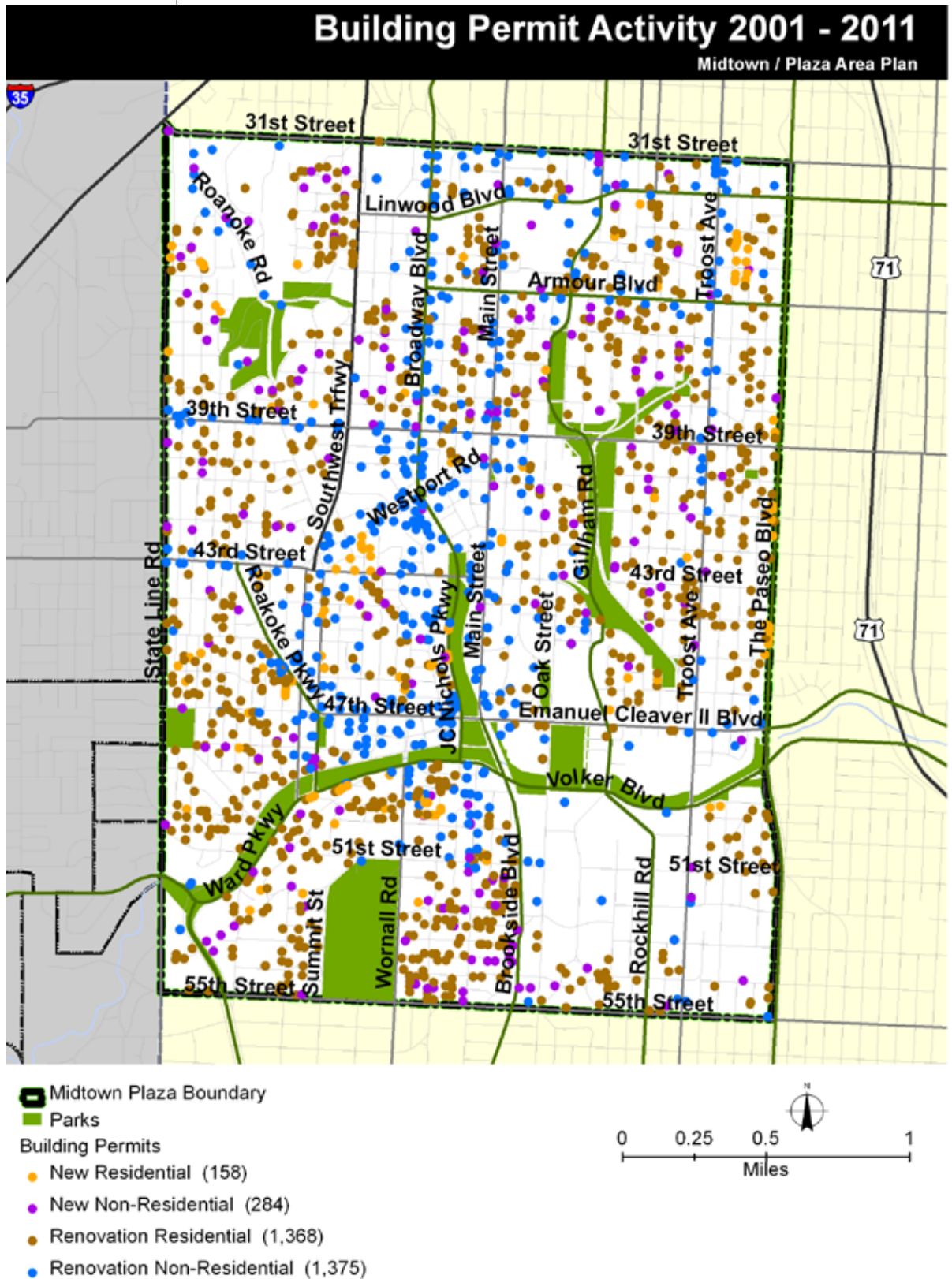
* Dollar figures represent the cost of specific work authorized by a building permit. They often do not include other costs of work performed in conjunction with the building-permit-authorized work. For example, new construction permits only reflect basic structural work, and not the cost of electrical systems, plumbing systems, etc. (for which separate permits are obtained), nor the cost of land, architects' fees, developers' profits, etc. Estimates of full value can be attempted by multiplying new construction building permit values by 2.3, and multiplying addition, alteration, and repair building permit values.

LAND USE and DEVELOPMENT

The Building Permit Activity Map and Demolition Permit Activity Map show the location for these permits.

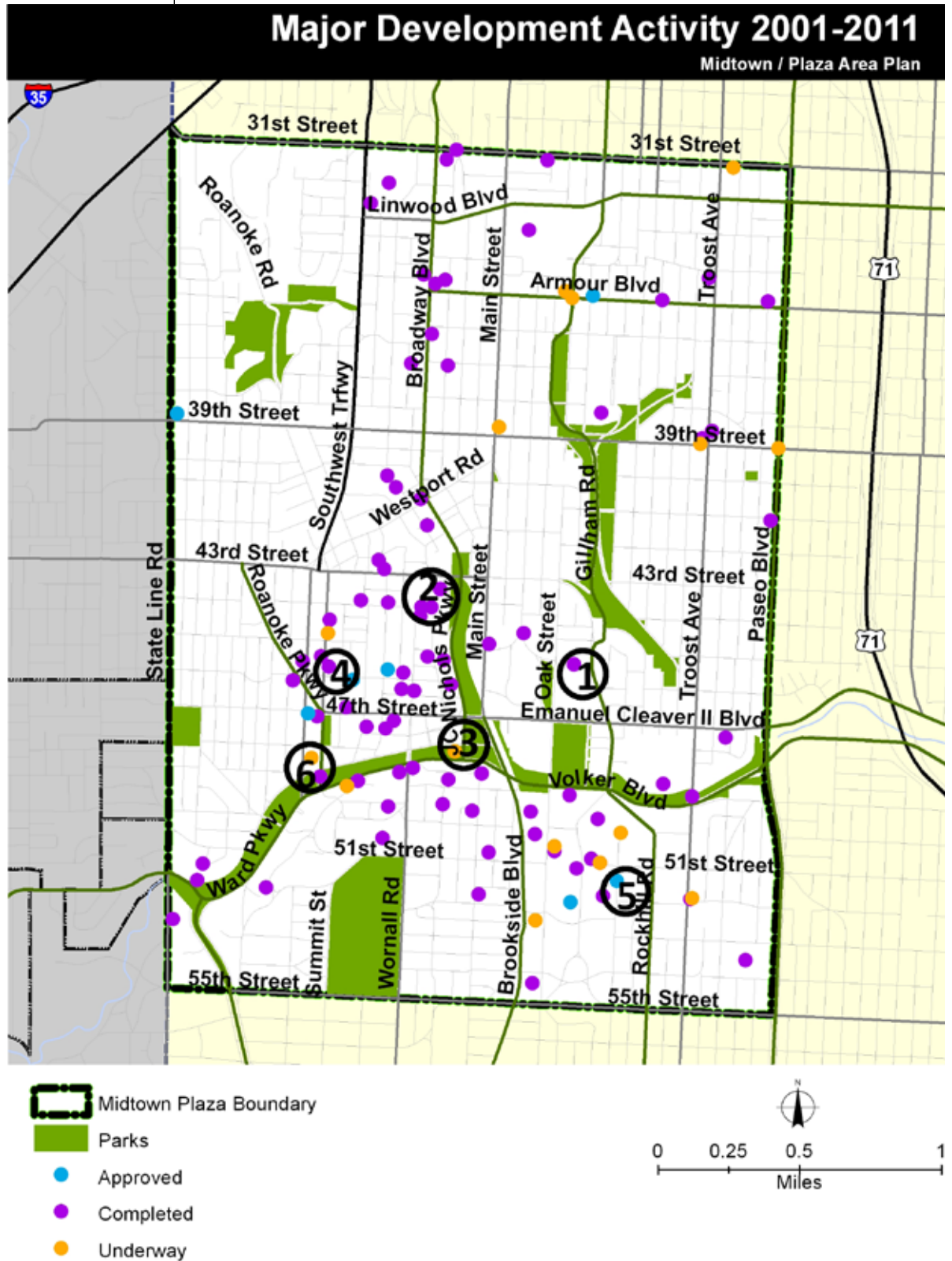
- Residential additions and alterations permits (shown on the map as renovation) are the most frequent, and are also well dispersed, with the largest number west of Roanoke Pkwy and southwest of Ward Pkwy and Brookside Blvd.
- Appropriately, the non-residential additions & alterations permits are more numerous along major streets (Broadway, Main, 39th) and major destination areas (Westport, Plaza).
- The southeast portion of the area (where the UMKC and Rockhurst Campuses are located) show the fewest building permits.
- There are few demolition permits northwest of Southwest Trfwy and 43rd Street and between Troost Ave and Brookside Blvd south of Volker Blvd.
- There are clusters of demolition permits in Westport, the Plaza Westport Neighborhood, between Troost Ave and The Paseo south of 53rd Street, along Troost, and along The Paseo. New construction permits generally align with the location of demolition permits.





LAND USE and DEVELOPMENT





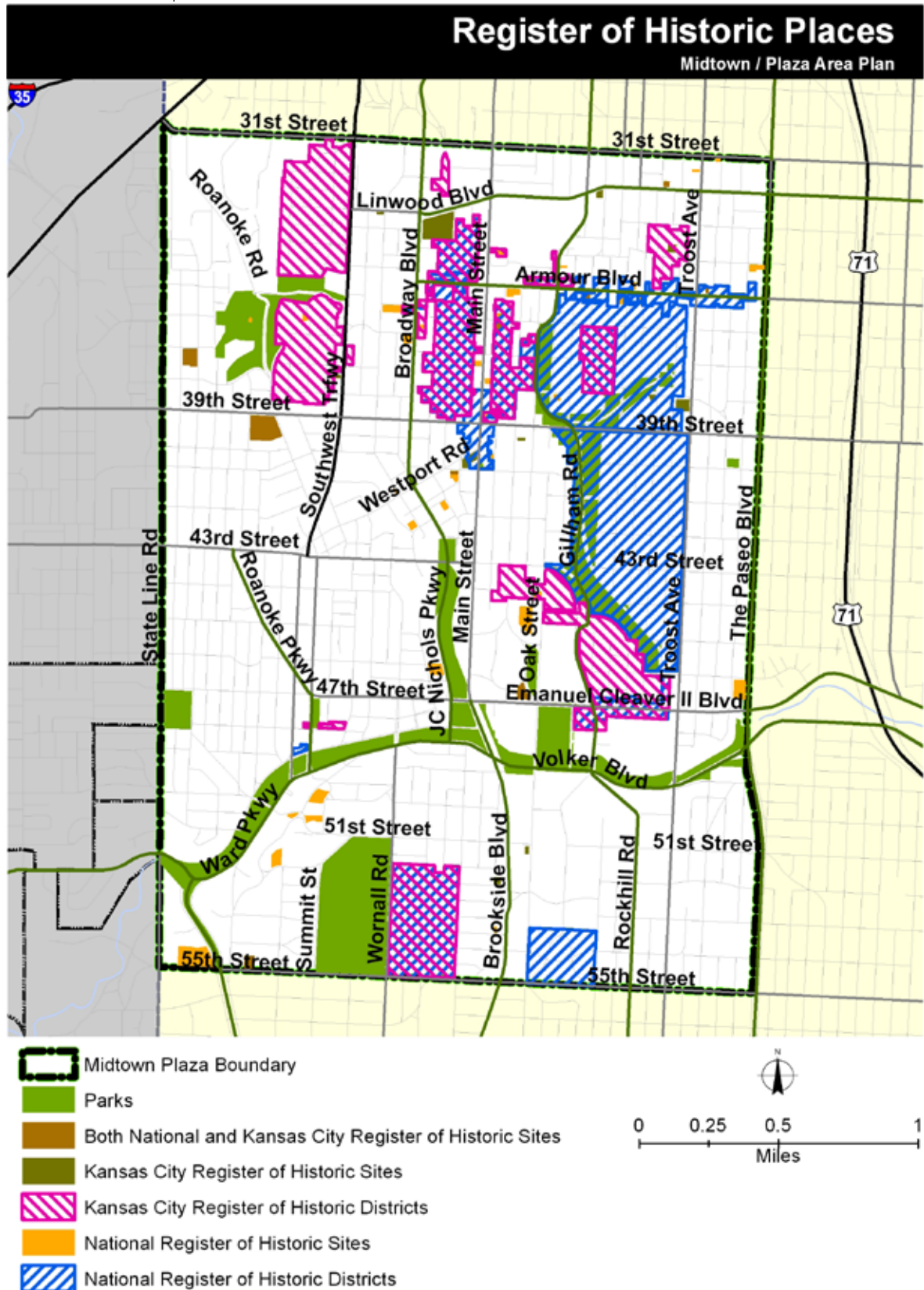
LAND USE and DEVELOPMENT

Major Development Projects

Since 2001, there have been 110 development projects exceeding \$1 million within the Midtown/Plaza Area (totaling \$2.6 billion). The Major Development Activity 2001-2011 Map shows the locations of all 110 projects. There are six projects that exceed \$100 million. Those projects are shown on the table below and corresponding numbers show the location on the Major Development Activity Map.

Map No.	Title	Completion	Cost (in Millions)
1	Nelson Art Gallery Improvements	2010	\$200
2	Mid-America Heart Institute Relocation	2011	\$145
3	Brush Creek Flood Control/Aesthetic Improvements	2014	\$132
4	46 Summit	2012	\$123
5	UMKC Expansion	2013	\$122
6	Polsinelli Shughart Offices	2013	\$115





LAND USE and DEVELOPMENT

Historic Districts and Landmarks

There are two types of historic designations in Kansas City, Missouri. A property can be on the Kansas City (local) Register of Historic Places and/or the National Register of Historic Places. The Historic Preservation (Landmarks) Commission of Kansas City, Missouri oversees the Kansas City Register, which is a list of districts, sites, buildings, structures, and objects significant in Kansas City History. Any exterior alterations to properties included on the Kansas City Register have to follow the Secretary of Interior's Standards for Rehabilitation. The National Parks Service, through the Missouri Department of Natural Resources, oversees the National Register, which is a federal list of districts, sites, buildings, structures, and objects significant in American history, architecture, archaeology, engineering, and culture.

The Register of Historic Places Map shows the sites and districts listed on both the Kansas City and National Register of Historic Places within Midtown/Plaza. There are 23 sites and 15 districts listed on the Kansas City Register and 49 sites and 15 districts listed on the National Register



Conclusions

Midtown/Plaza is home to many of the city's most significant institutions and destinations. While this makes Midtown/Plaza significant on a regional level, over half of the area is residential with localized issues and concerns. Building permit data indicates that reinvestment in the area is strong and demolition and new construction continue. The area is full of historic charm and character, as reflected in the high number of registered historic districts and properties. In the past ten years, over \$2.6 billion of development projects have made this area one of the most active in the city, in terms of economic development.

The data in this chapter will inform the Land Use and Development chapter of the Area Plan. The Land Use and Development chapter of the Area Plan will outline recommended future land uses, tools to address the needs within Midtown/Plaza, and strategies to ensure any new development is compatible with the overarching goals and vision for the area.



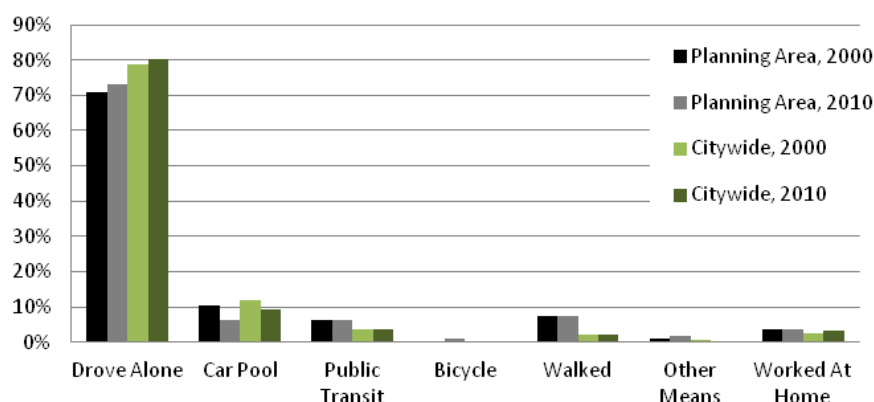
TRANSPORTATION



There are four primary modes of transportation used within the Midtown/Plaza area: automobile, public transit (bus), biking, and walking. This chapter will explore the infrastructure in place and plans for all four transportation modes.

Means of Transportation to Work

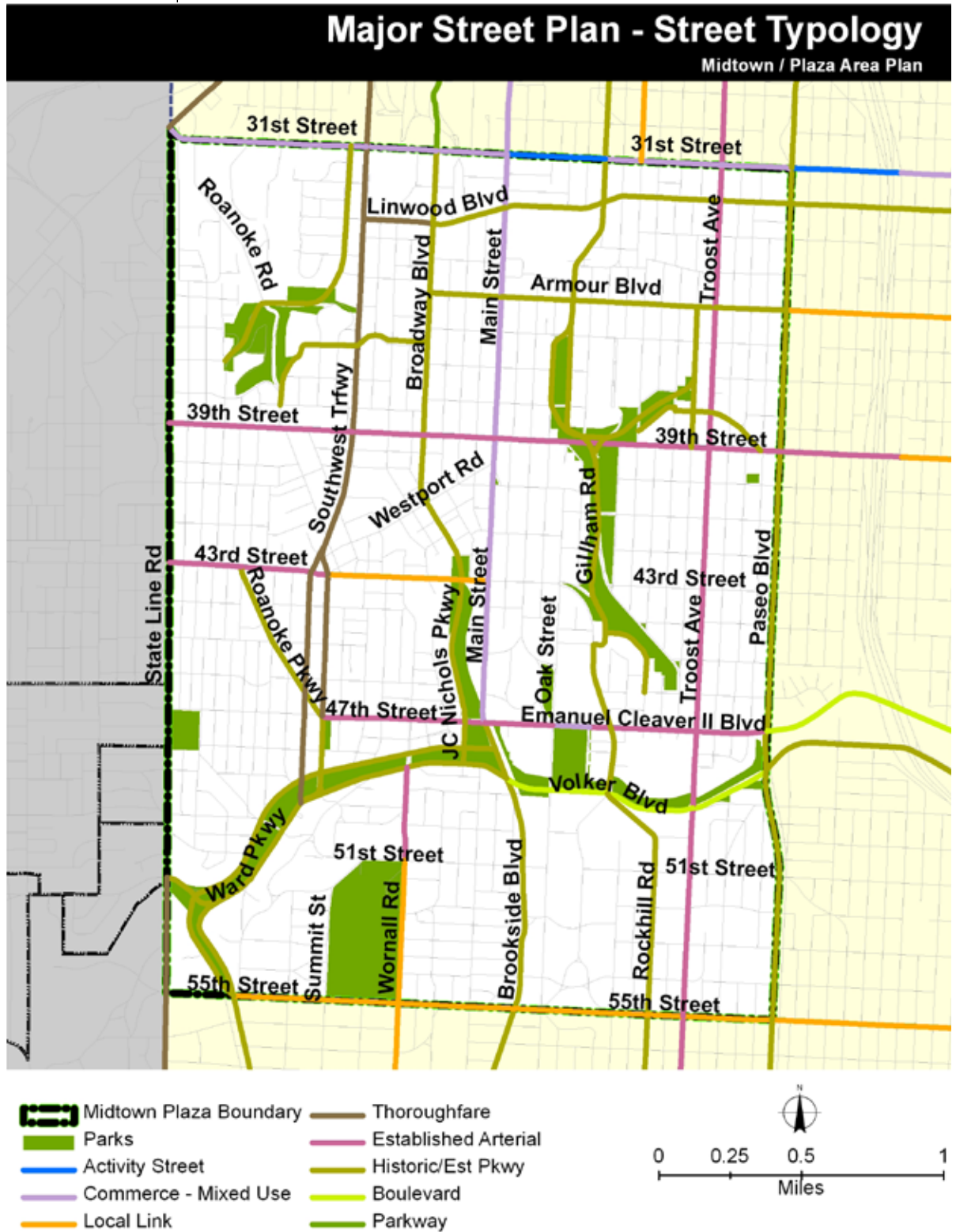
Citywide, the majority of residents drive alone to work. This is also true for Midtown/Plaza residents. But, as shown in the Means of Transportation to Work graph below, more Midtown/Plaza residents use other methods of transportation to get to work. The percentage of residents driving alone increased slightly from 2000 to 2010 (71% to 73%), while the percentage of residents car pooling decreased (10% to 6%). The percentage of residents taking public transit to work has remained the same (6%) and the percentage of residents bicycling to work has increased slightly (0.4% to 1.1%). The same trends are true for Kansas City, Mo. as a whole. The percentage of residents walking slightly increased in the planning area, but decreased Citywide.



Travel Time to Work

While not a significant difference, it does take more time for Midtown/Plaza residents to travel to work than it does the average citizen in the City. What is more notable is the increase in travel time to work for Midtown/Plaza residents between 2000 and 2010 (5 minutes). While Midtown/Plaza is centrally located in the region, the longer travel time for Midtown/Plaza residents most likely is due to interstate accessibility.

	2000	2010
Midtown/Plaza	17.8 minutes	22.5 minutes
Kansas City, Mo.	21 minutes	21.3 minutes



TRANSPORTATION



AUTOMOBILE CIRCULATION

Interstate access is within a few miles of the planning area, which may account for the higher travel times to work. However, the area is well served by a grid network of local and major roadways that provide a driver with many different route options. This network is also used by many residents living outside of the planning area to get to their destinations. Accommodating the large number of drivers in and through the planning area has, in some cases, compromised the grid (for example, Main now is cut off at the Plaza) and accessibility (for example, crossing Southwest Trfwy) to the benefit of automobile traffic.

MAJOR STREET PLAN

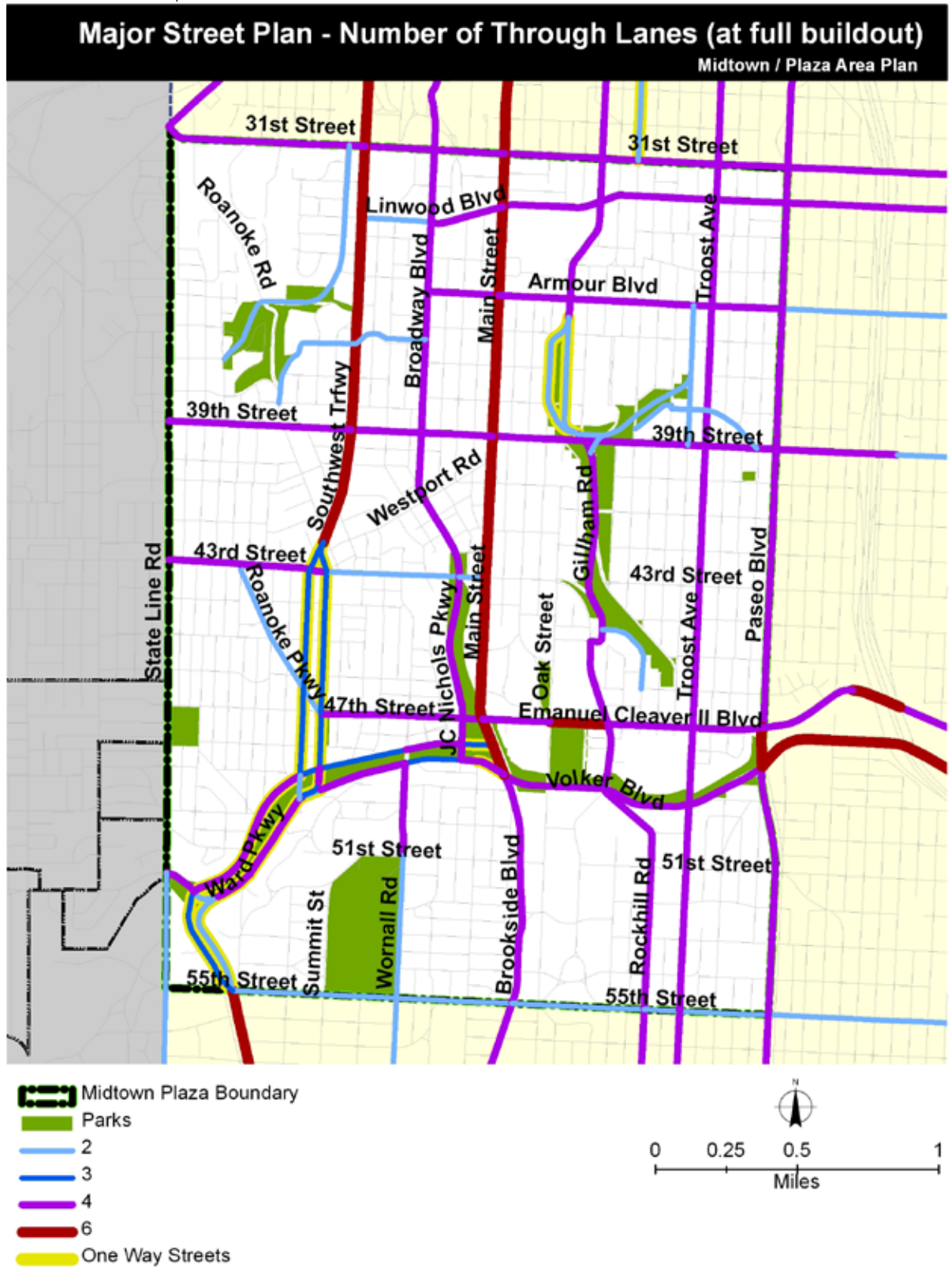
The *Major Street Plan* shows the general alignment and classification of streets in an ultimate urban arterial network. The purpose of the Major Street Plan is to guide development of the arterial street network and to identify appropriate street rights-of-way to be secured at the time of subdivision platting. An update to the City's *Major Street Plan* was completed in 2011. The plan addresses – in new ways and with much more flexibility – the capacity needs of the City's major streets, as well as context-reflective, multi-modal street designs. The Through Lanes Map in the *Major Street Plan* indicates a range of capacities from two to six lanes. The Street Typology Map identifies streets by typology. Each of the Street Typologies has a unique context and intent. The Street Typologies are:

Activity Street/Corridor

Activity Street/Corridors typically include a variety of land uses, most notably retail-oriented high-intensity mixed-use. The intent is to create a reduced emphasis on automobile traffic and heightened pedestrian environment.

Commerce/Mixed-Use Street

Commerce/Mixed-Use Streets typically are high quality public spaces offering a variety of building types and land uses, particularly employment oriented mixed-use, generating activity and diversity. The intent is to form a highly interconnected network (grid), dispersing "through" traffic and providing convenient routes for pedestrians, bicyclists, and transit users.



TRANSPORTATION



Thoroughfare

Thoroughfares are typically in commercial areas with many small strip centers and pad sites with buildings typically set back behind front parking lots. Emphasis is placed on vehicular mobility and “through” or “destination” traffic.

Established Arterial

Established arterials are typically in built-up urban settings with rights-of-way constrained by established development. The intent is to retain the existing cross-section.

Local Link

Local Links connect neighborhoods and services. The intent is to serve residential traffic to and from destinations, encourage walkability and multimodal transportation, and carry moderate levels of traffic in a way that is compatible with bicycle and foot traffic.

Boulevard

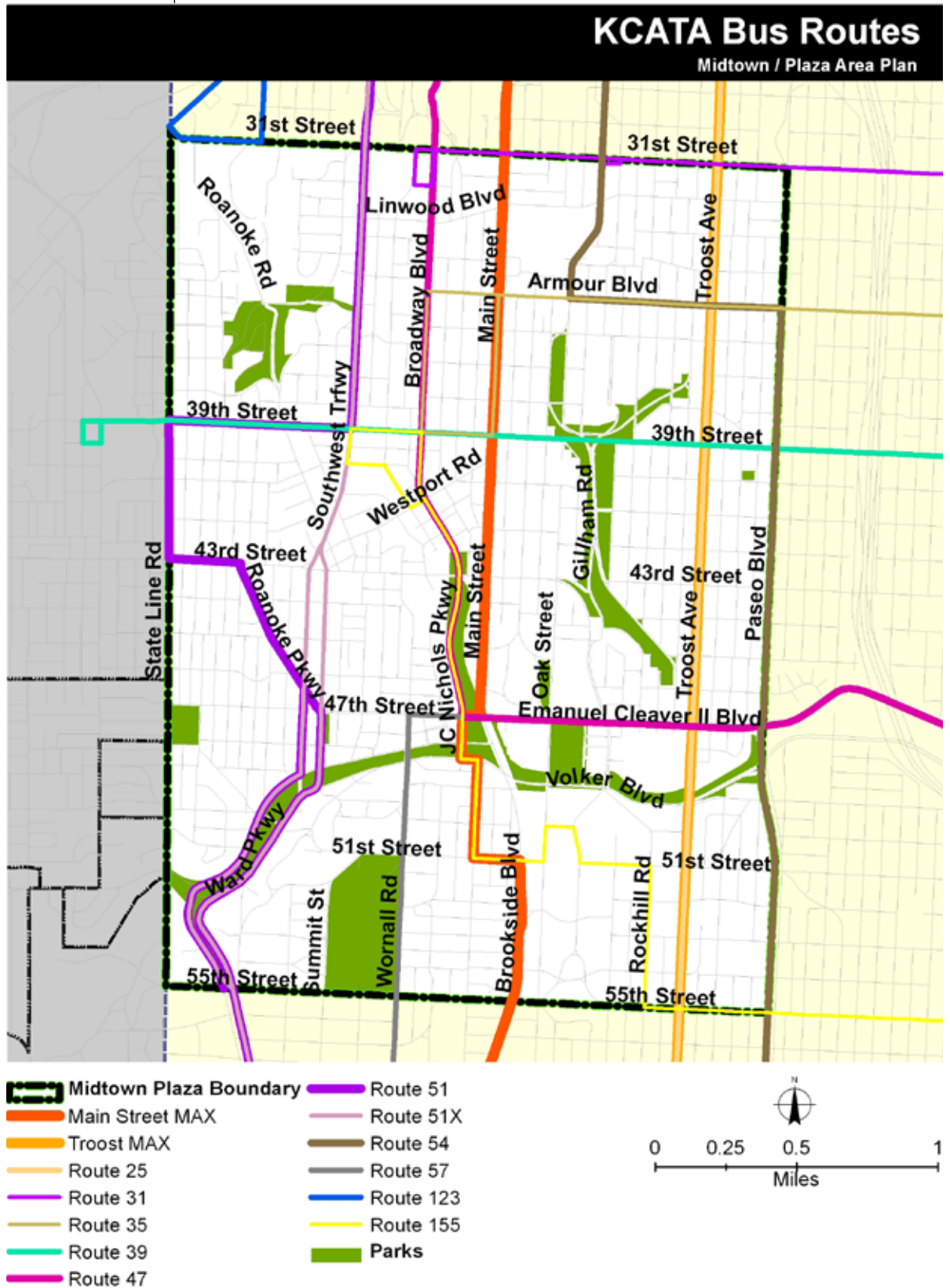
Boulevards serve a variety of land uses and are generally characterized by rolling topography and stately homes, apartments, and commercial centers. Boulevard right-of-ways tend to be wide and formally landscaped. The intent is to provide a pleasant drive through a variety of land uses; an environment where vehicles and pedestrians can coexist.

Parkway

Parkways typically connect the City’s parks. They are less formal in alignment, following natural terrain. The intent is to retain a pastoral quality even while winding through developed areas. There are several segments in the *Major Street Plan* named “Parkway” that have a Boulevard typology and cross-section.

Historic/Established Boulevard/Parkway

Historic Boulevards and Parkways are from the original Kessler system. Established Boulevards and Parkways are already built to previous standards. The intent is to retain the existing cross-section.



TRANSPORTATION

TRANSIT

BUS SERVICE

Transit service throughout the metro is provided by the Kansas City Transportation Authority (KCATA). Recently, the KCATA completed a Comprehensive Service Analysis. The Comprehensive Service Analysis studied each route in Kansas City to determine how to provide better transit within existing resources. The Public Transit Map on page 54 shows the 13 routes that serve the Planning Area (with new routes per the Comprehensive Service Analysis).

There are two MAX (Metro Area Express) bus routes in the City, and both travel through the Planning Area, one on Main Street and one on Troost Avenue. The Main Street Max was introduced in 2005, and the ridership in the Main Street Corridor has gone from about 3,300 weekday to about 5,800 per weekday in the corridor (between the MAX, route 57, and route 156). The Troost Max was introduced in January 2011. In the fourth quarter of 2011, ridership in the Troost corridor was up to about 8,000 per weekday. In the previous year, route 25-Troost averaged 7,600 riders per weekday. The Troost corridor has the highest ridership in the City, followed by Main Street. The busiest bus stops in the planning area during 2009 were: 39th & Troost, 39th & Main, Armour & Troost, 31st & Troost, 31st & Main, and 39th & Broadway.

SMART MOVES

The *Smart Moves Regional Transit Vision*, originally developed in 2002 and updated in 2008, articulates how transit should serve the Kansas City metropolitan area in the decades ahead. The Plan was developed by Mid-America Regional Council in collaboration with local cities, residents, and local transit providers. Smart Moves proposes the following for the Midtown/Plaza area:



Name	Type of Service	Route	Description
Linwood	Urban	Broadway to Van Brunt	Bus (short term) Light rail (future)
Brookside/Wornall	Urban	North Oak to St. Joseph Medical Center	Bus (short term) Rail (future)
Troost	Major Fixed Route	Downtown KCMO to Three Trails	Bus Rapid Transit
Shawnee Mission Parkway (connect to Ward Pkwy)	Major Service	Johnson County to Jackson County	Bus (short term) Rail (portion, future)
US 71 (near planning area)	Commuter	Midtown to Belton	High-Level Bus (short term) Rail (future)

The Mid-America Regional Council, City of Kansas City, Mo., Jackson County, Mo., and Kansas City Area Transportation Authority are currently partnering to complete an Alternatives Analysis for a commuter transit system. The study area includes two commuter corridors: I-70 Corridor Alignment and Rock Island Corridor Alignment. A similar study is just beginning on a south line that would extend from downtown Kansas City, Mo. to Grandview. None of these study areas include lines that would extend into the Midtown/Plaza planning area.

The City of Kansas City, Mo., Kansas City Area Transportation Authority, Mid-America Regional Council, and Jackson County, Mo. recently completed a Downtown Corridor Alternatives Analysis and identified the Locally Preferred Alternative for a streetcar line on Main Street from the

TRANSPORTATION



River Market to Crown Center. While this line does not enter into the planning area, future extensions of the line could.

The *Major Street Plan* identifies “Special-Purpose Mass Transit Corridors” these corridors may allow the citizens of Kansas City to have an alternative transportation mode available in the future. The “Special-Purpose Mass Transit” corridor is along Main Street and then transitions to Brookside Boulevard near the Plaza.

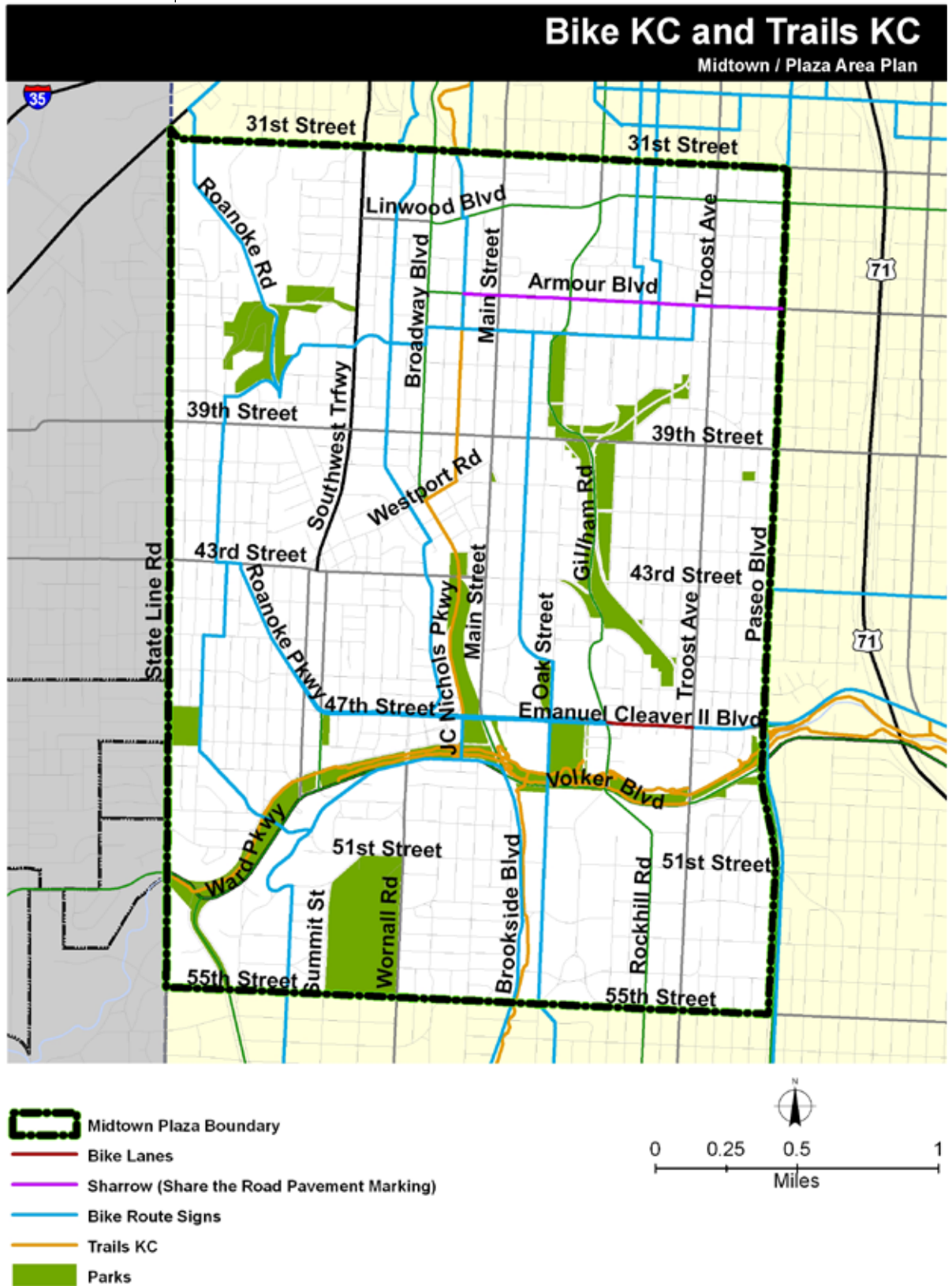
TRAILS AND BIKE ROUTES (TRAILS KC, BIKE KC)

Kansas City, Mo. has two plans for trails and bicycling around Kansas City. *Bike KC* is the plan for on-street bike routes; *Trails KC* is the plan for trails and on-street connections.

BIKE KC

The following map illustrates bike routes, “sharrow” sections (share the road pavement markings and signage), and streets with bike lanes. All of these improvements are scheduled for completion this fiscal year (FY12). In addition, a Bike Facilities Map is currently in progress. The Bike Facilities Map will distinguish facility types (trail, signed route, share the road, bike lanes, and sharrows). The Bike Facilities Map may propose minor changes to *Bike KC*.





TRANSPORTATION



TRAILS KC

The *Trails KC Plan* guides the development and maintenance of a city-wide trails system for pedestrian, bicyclist, and equestrian use. The plan defines the major corridors that will provide basic connections within the City and to a larger regional system. The following map illustrates proposed trails in the Midtown/Plaza Area. Trolley Track trail is complete in this section (trail south of Brush Creek along Brookside Blvd). The Brush Creek Trail is complete from just east of Roanoke to The Paseo, with the exception of a stretch east of Troost, which is scheduled for completion in 2013. The trail segment west of Roanoke does not have funding; neither does the on street connector north of Brush Creek.





WALKABILITY

The *Kansas City Walkability Plan* (2003) establishes five measures to evaluate the pedestrian system. Those five measures are listed below along with a general evaluation of the measure within the Midtown/Plaza area:

DIRECTNESS – Does the network provide the shortest possible route?

The ideal pedestrian network is the grid system, since curvilinear street patterns add additional distance to the potential trip. Nearly all of the Planning Area is served by the grid system, therefore accompanying sidewalks are direct and offer the most options between origin and destination.

CONTINUITY – Is the network free from gaps and barriers?

The total length of sidewalks within the Planning Area is impressive, when compared to the City as a whole. Nearly the entire planning area has sidewalks on both sides of the street. Sidewalks are limited in the northeast portion of the planning area (industrial area), sections of Ward Parkway, Shawnee Mission Parkway, a few streets south of Westwood Park, the residential neighborhood south of Ward Parkway and east to Wornall, West Gillham Road, and Volker Blvd between Troost and Paseo. Maintenance of the existing sidewalks is poor in some locations. The most significant barriers within the Planning Area are Brush Creek and major streets (Southwest Trafficway, for example) due to the limited number of crosswalks.



TRANSPORTATION

STREET CROSSINGS – Can the pedestrian safely cross streets?

ADA accommodations, street width, crosswalks, pedestrian signals, sight lines, and street lighting are all determinants of safe street crossings.

All of those elements are relatively easy to change, except street width. ADA accommodations, sight lines, crosswalks, pedestrian signals, and street lighting are all improvements that could be made at intersections with unsafe crossings. The City is currently retrofitting many crosswalks with ADA accommodations throughout the City. With the exception of the barrier areas identified above, there are frequent, safe street crossings throughout the Planning Area.



VISUAL INTEREST AND AMENITY – Is the environment attractive and comfortable?

Shade trees, street lighting, benches, landscaping, planter boxes, trash receptacles, and public art all offer visual interest or are pedestrian amenities. There are many examples of attractive and comfortable streetscapes in Midtown/Plaza including Ward Parkway, Roanoke Pkwy, The Paseo, streets in Westport, streets in the Plaza, and with recent improvements - Main Street. Other areas, with vacant or dilapidated buildings, trash, no trees, and/or poor lighting, detract from visual interest.

SECURITY – Is the environment secure and well lit with good line of sight to see the pedestrian?

Pedestrian security is relatively good in the Planning Area. The feeling of safety can improve with improvements to street and pedestrian lighting (these conditions currently vary depending on location).

The *FOCUS Kansas City Plan* designated ten areas throughout the city as “Pedestrian Zones.” Three “Pedestrian Zones” are within the planning area: Plaza/Westport, the Brush Creek Corridor, and University of Missouri Kansas City.

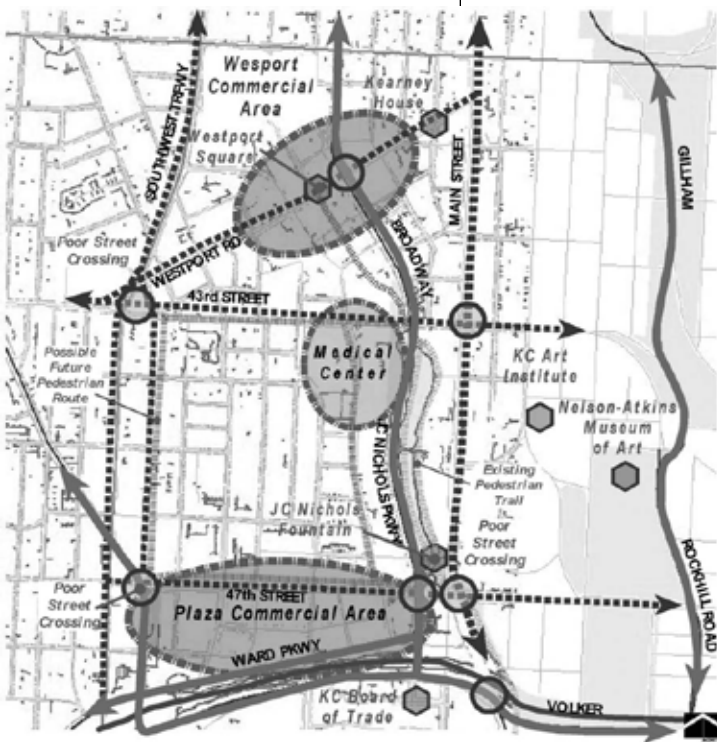


PLAZA/WESTPORT

The Plaza/Westport Pedestrian Zone is identified in the *FOCUS Kansas City Plan* (and further refined in the *Plaza/Westport Neighborhood Plan*) as the area west of Gillham/Rockhill and north of Brush Creek. The study area extends west to roughly Southwest Trafficway (Bellevue) and north to 39th Street. The Plaza/Westport area is the standard by which all other pedestrian areas in Kansas City tend to be judged. However, Main Street at the 47th Street intersection, located

in the southeast corner of the study area, divides the Plaza from the neighborhoods and cultural attractions to the southeast and east. The Southwest Trafficway/Westport Road intersection is also dangerous to cross by foot. The priority improvements in the *Kansas City Walkability Plan* for this area include:

- Better connect Plaza area to cultural, educational, and residential areas located east and south and west of the Main Street and 47th Street intersection.
- Improve street crossings along Broadway/J.C. Nichols at Westport Road, 43rd Street, and 47th Street.
- Improve sidewalks, streetscape, and lighting along 43rd Street corridor.
- Improve street crossing along Southwest Trafficway at 47th Street, 45th Street, and 43rd Street.
- Minimize 43rd Street divide by creating a "St. Luke's Pedestrian Zone" at Wornall Road/43rd Street intersection.



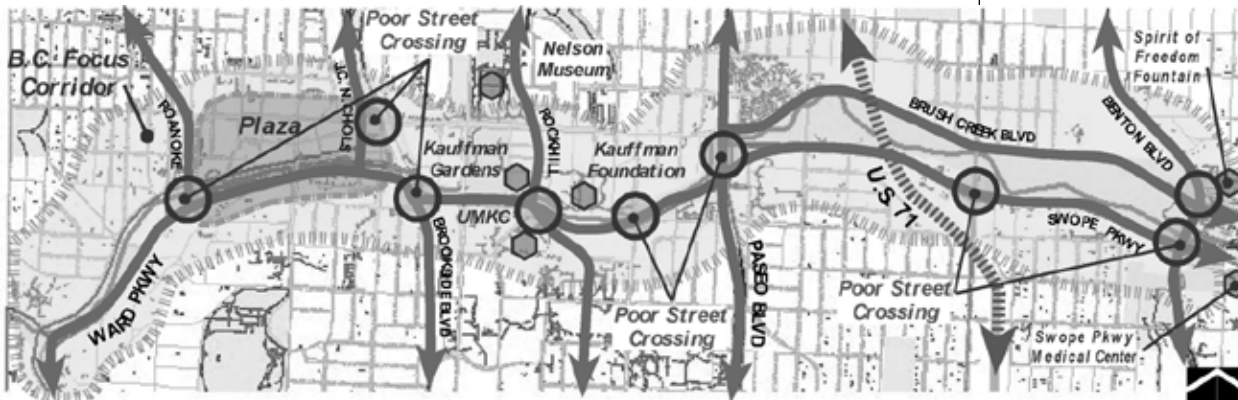
Plaza/Westport Pedestrian Zone – Kansas City Walkability Plan

TRANSPORTATION

BRUSH CREEK CORRIDOR

The Brush Creek Corridor is identified in the FOCUS Kansas City Plan as a half-mile corridor centered on Brush Creek and stretching from state line to just beyond Cleveland Avenue. Brush Creek has a tremendous amount of activity with ¼ mile in each direction along its length. However, access to the corridor is typically limited to major roadway intersections, which are sometimes a half-mile apart. The priority improvements in the Walkability Plan for this area include:

- Complete creek side trail network.
- Improve street crossings at Main Street, Troost, Paseo, Prospect and Benton/Swope Parkway and Cleveland.
- Improve north/south street crossings along Volker, Brush Creek, and Swope Parkway.
- Work with major institutions located along Brush Creek to promote and fund improved connections along Brush Creek and into the Corridor.



Brush Creek Corridor Pedestrian Zone – Kansas City Walkability Plan

UNIVERSITY OF MISSOURI KANSAS CITY

The UMKC Pedestrian Zone is identified in the *FOCUS Kansas City Plan* as a one-mile wide circular zone surrounding the center of the UMKC campus. The UMKC campus extends from Volker Boulevard to the north, 53rd Street to the south, Oak Street to the west and Troost Avenue to the east. The UMKC campus and the immediately surrounding area provide an excellent pedestrian system for users. The only priority improvement in the *Kansas City Walkability Plan* for this area is:

- Improve pedestrian connection to the Plaza and Brush Creek by improving street crossings along Volker Boulevard at Brookside Boulevard, Oak Street, Rockhill Road and Troost Avenue.



University of Missouri Kansas City Pedestrian Zone – Kansas City Walkability Plan

Conclusions

Whether by automobile, bus, bike, or foot residents, employees, and visitors to the *Midtown/Plaza* area have a variety of mobility options. Maintenance of the existing systems, including lighting improvements, is needed. A challenge with any improvement in the area is working within and respecting the context of the existing built environment.

INFRASTRUCTURE



Key infrastructure issues facing the Midtown/Plaza area include: addressing overflows of the combined sewer system, managing stormwater runoff, and maintenance challenges of aging infrastructure. The Water Services Department developed the Wet Weather Solutions Program, Special Sewer Connection and Septic Tank Closure Program, and Small Water Main Replacement Program, to plan for and fund solutions to these issues.

Wet Weather Solutions Program

The Wet Weather Solutions Program is designed to address sewer overflows, stormwater management, waterway uses and related problems with plans developed with extensive input from residents. The three principal components of the Wet Weather Control Program include:

- **KC-One:** A comprehensive stormwater management plan that integrates the results and recommendations of 35 watershed studies and details the City's strategy, policies, goals, and priorities for stormwater management.
- **Waterways:** A division of the Water Services Department that works with the U.S. Army Corps of Engineers to develop and implement major flood control and related work in the City.
- **Overflow Control Program:** A long-term planning process to develop ways to control overflows from the City's wastewater collection and treatment system. This program is the result of the Water Services Department working with regulatory agencies for several years to address the requirements of the Clean Water Act.

KC-ONE

KC-One is a comprehensive citywide stormwater management plan. The mission of the KC-One Project is to create "one plan, one people, and one voice" for the management of stormwater throughout Kansas City. The Water Services Department has identified 35 watersheds within Kansas City (two within the planning area: Turkey Creek and Brush Creek) for which master plans have been developed. KC-ONE brings these 35 master plans together into one comprehensive plan and details the City's strategy, policy, and administrative plans for the future of the stormwater management program.

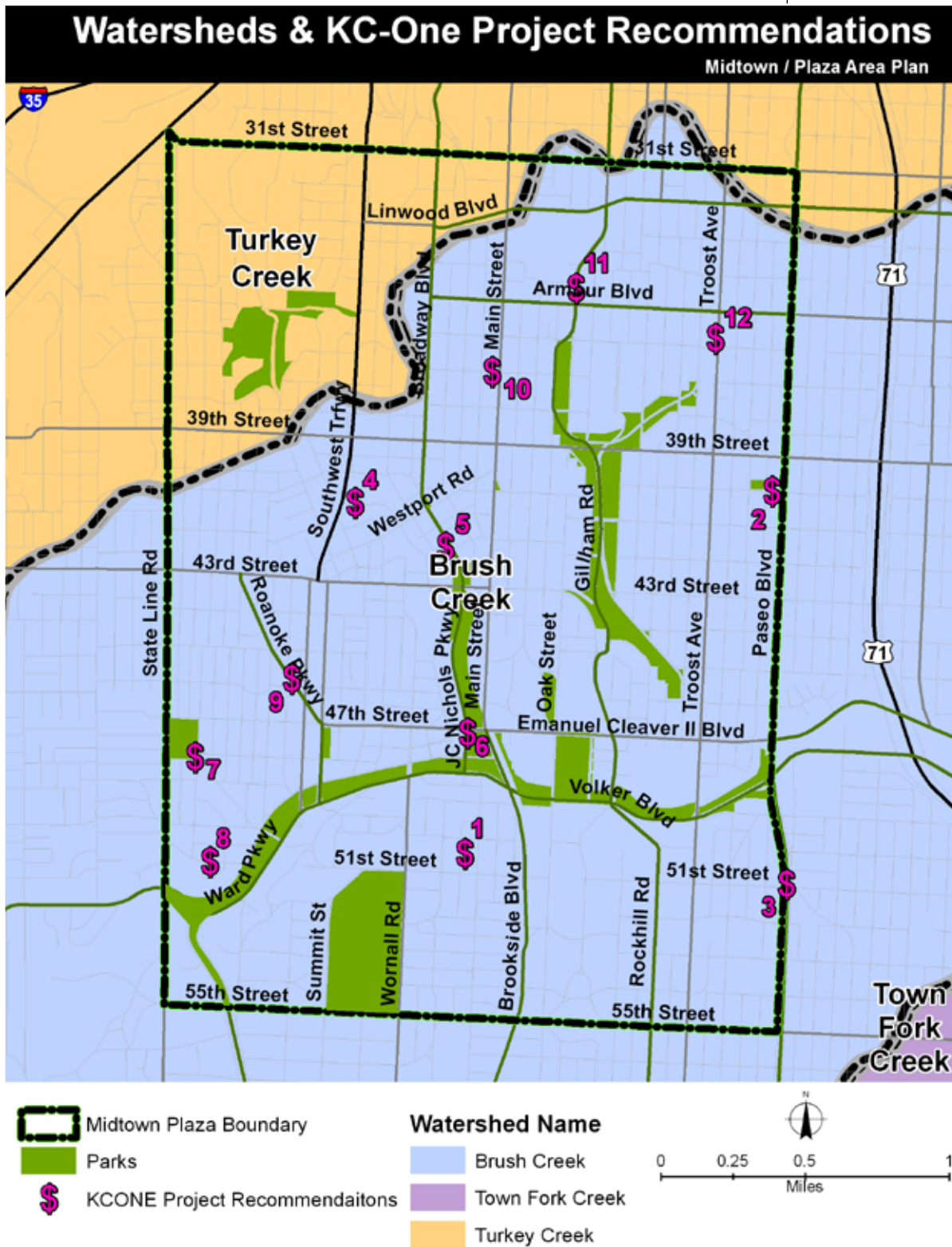
There are 12 KC-One Stormwater recommended projects within the Midtown/Plaza Area Plan boundaries. These projects are shown in the table below and map on the following page. Project timelines depend on funding. The main source for funding these improvements is through the 1% sales tax for capital improvements (Public Improvements Advisory Committee (PIAC) process). All of the capital improvements that have received PIAC funding are shown on the Capital Improvements Map on page . The stormwater utility fee primarily funds operations and maintenance and water department salaries.

KC-One Recommended Projects

#	Description	2007 Cost Estimate*	Type
1	Upsize approx. 4000 lf. of existing Pipe/Box	\$14,600,000	storm
2	Upsize approx. 1300 lf. of existing RCP	\$3,500,000	storm
3	Upsize approx. 8000 lf. of existing Pipe/Box	\$32,500,000	storm
4	Upsize approx. 3300 lf. of existing RCP	\$12,400,000	cso
5	Upsize approx. 1200 lf. of existing Pipe/Box and add approx. 2000 lf. of parallel RCP	\$7,100,000	cso
6	Add approx. 1100 lf. of parallel pipe	\$5,516,000	cso
7	Upsize approx. 1750 lf. of existing RCP and add approx. 2800 lf. of parallel pipe/box	\$11,600,000	storm
8	Add approx. 1800 lf. of parallel pipe/box	\$3,700,000	storm
9	Upsize approx. 3000 lf. of existing Pipe/Box and add approx 1700 lf. of parallel RCP	\$13,400,000	storm
10	Upsize approx. 6300 lf. of existing Pipe/Box	\$19,079,000	cso
11	Upsize approx. 3500 lf. of existing Pipe/Box and add approx 550 lf. of parallel RCP	\$14,817,000	cso
12	Upsize approx. 4200 lf. of existing Pipe/Box and add approx. 950 lf. of parallel RCB	\$16,100,000	cso

* Some projects require significant downstream work starting at Brush Creek (for instance) to move up into tributaries to solve problems.

INFRASTRUCTURE



WATERWAYS

Thirty-five years ago, in 1977, thirteen people perished when the floodwaters of Brush Creek came out of the channel and swept through the Country Club Plaza. Again in 1998, Brush Creeks' floodwaters washed over the Prospect Bridge killing seven people, and another person near State Line. Following the 1977 flood, the City and Corps of Engineers began working to develop a plan to address this severe flood threat. Completed improvements include: bridge and channel work in the plaza reach, the Lake of the Enshriners, Paseo reach, Prospect reach, and Woodland reach. The purpose of the Brush Creek Improvements over the next five years is to connect improvements already completed to achieve a consistent level of flood protection from Rockwell Lane upstream of the Plaza to Elmwood Avenue downstream. The five year (fiscal years 2013-2017) estimated total for improvements along this stretch is \$12.4 million.

OVERFLOW CONTROL PLAN (OCP)

There are combined stormwater and sanitary sewers within the planning area, as shown on the Water Infrastructure System Usage Map. A combined sewer system is a single sewer system that carries both sewage and stormwater. During moderate to heavy rainfall events, the combined system will reach capacity, overflow, and discharge a mixture of sewage and stormwater directly to our streams, lakes and rivers. To mitigate this situation, the City has prepared the Overflow Control Plan (OCP) in cooperation with the federal Environmental Protection Agency (EPA). This plan is a Consent Decree to which the City is legally bound to the Federal government to meet the goals and timeline stated in the Plan. The OCP establishes strategies, prioritization of projects, time lines, costs and policies to reduce the frequency and volume of overflows from its combined and separate sanitary sewer systems. Completion of the Plan is estimated to cost \$2.4 billion (in 2008 dollars) over 25.

As the OCP moves forward, program success will be measured. Every five years, formal updates and revisions to the entire OCP will be conducted. The Plan was completed in 2009; no improvements are planned within the Midtown / Plaza Area in the first 5 years. Neighborhood Sewer Rehabilitation is planned in the area for 2017, and in-line storage is planned for 2018.

INFRASTRUCTURE

The majority of the planning area is within the Brush Creek Basin, the remainder is in the Turkey Creek Basin. Planning area improvements within the Brush Creek Basin consist of:

1. Construction of approximately 3,000 linear feet of consolidation piping ranging from 24-inches to 96-inches in diameter.
2. Construction of relief sewer 24 inches in diameter.
3. Construction of approximately 2,800 linear feet of storm sewer 72 inches in diameter.
4. Combined sewer separation in approximately 1,140 acres of the Brookside sub-basin (a large portion of the 1,140 acres is not within the planning area).
5. Various baseline improvements.
6. Basin-wide small-sewer rehabilitation.

In the Turkey Creek Basin, a sewer separation project in the area of 31st and Broadway will result in only stormwater discharging into George Washington Lake in Penn Valley Park. This project includes use of green infrastructure to control stormwater runoff reaching George Washington Lake inflows.

The planning area also includes three “Green Solutions Focus Areas.” Green solutions are strategies that result in projects specifically designed to reduce stormwater runoff, reduce water pollution, create recreational amenities, and protect natural resources through the use of “green infrastructure” (also referred to as “natural systems”), such as rain gardens, bio-retention facilities, stream restoration, stream buffers, and other scientifically proven methods.



These three areas are: along Roanoke Pkwy (from west 39th Street to the Plaza), along Troost (south of Volker Blvd) and between Troost and The Paseo along 39th (a majority of this “Green Solutions Area” is east of the planning area).

The purpose of the Brookside Interceptor/CSO (combined sewer overflow) Improvement project is to reduce flooding and sewage back-ups. During rainfall events, sanitary sewage backs-up into the basements of some homes and businesses. This happens because storm drains are hooked into the sanitary sewers rather than the storm water drainage system. The following improvements are planned or under construction:

- Replace catch basins in the streets to collect stormwater runoff.
- Clean existing catch basins, so they operate as designed.
- Repair existing system pipes.
- Install new pipes to expand the capacity of the systems.
- Disconnect the storm drainage and sanitary sewer systems from each other.

Funding for this \$50 million project is through PIAC, revenue from sewer rates, and the State of Missouri Revolving Loan Fund. The program began in 2002 and is expected to complete in 2018, if adequately funded.

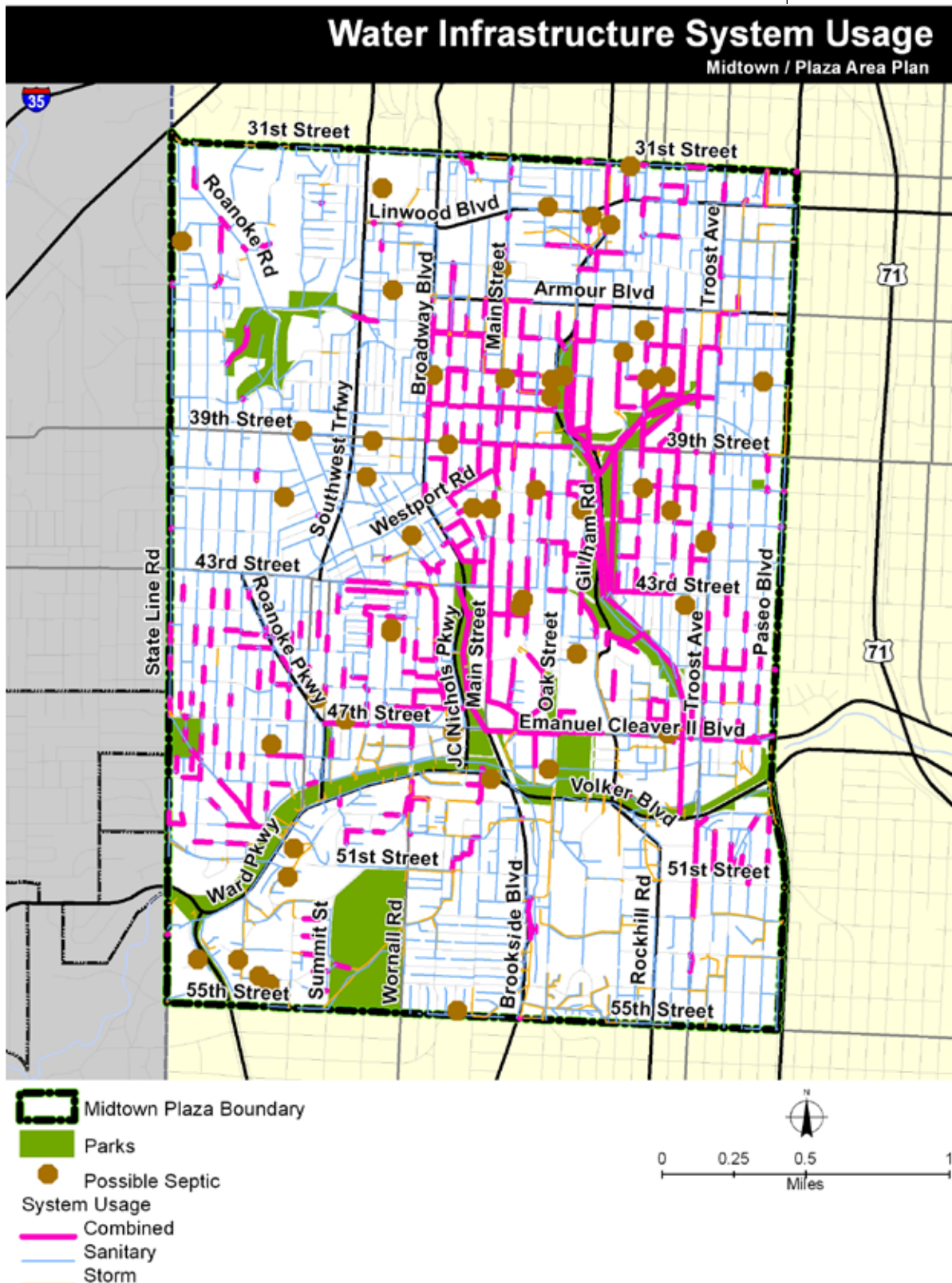
Small Water Main Replacement Program

The replacement of undersized water mains in neighborhoods throughout the City is also underway. Nearly 20 miles of small main will be replaced which will improve water service, enhance fire protection and reduce the number of water main breaks. The small main replacement projects for this planning area have already been completed. No additional projects are anticipated at this time.

Special Sewer Connection and Septic Tank Closure Program

Separate from the Wet Weather Solutions Program, but also required by the EPA is the Special Sewer Connection & Septic Tank Closure Program. The program is to assist low and moderate income homeowners in connecting their single-family home to the existing public sewer and closing the septic tank system. Possible septic tank locations in the Planning Area are included in the Water Infrastructure System Usage Map on the following page.

INFRASTRUCTURE



Capital Improvement Projects

The following table and map summarize capital improvement projects from fiscal year 2007-2008 to fiscal year 2011-2012. This list is not meant to be exhaustive of all capital improvements, but rather those funded by the 1% Sales Tax for capital improvements.

Capital Improvements (funded by Sales Tax through the PIAC process)

#	Project Name	Cost	Fiscal Year	Improvement Category
1	3123 Gillham - Clean & resurface alley	\$9,000	2011-2012	Alleys
2	34th Street from Forest to Tracy Sidewalks	\$120,710	2007-2008	Curbs / Sidewalks
3	36th & Janssen Place - Repair neighborhood entry marker	\$100,000	2008-2009	Streetscape
4	3800 block - Pennsylvania to Washington St. - Clean and resurface alley	\$5,700	2011-2012	Alleys
5	38th Street between State Line and Genesee Streetlights	\$30,000	2007-2008	Street Lights
10	55th St. between Central & Wyandotte - Install sidewalks on the southside	\$46,000	2011-2012	Curbs / Sidewalks
11a	Armour and Linwood intersections	\$160,000	2007-2008	Streets
11b	Armour and Linwood intersections	\$160,000	2007-2008	Streets
12	Bellevue Ave. and Jarboe from 47th St. to 48th St. - Alley	\$6,400	2009-2010	Alleys
13	Brookside Blvd. from 50th Street to 51st Street - Wall and Stairs	\$100,000	2009-2010	Parks / Rec
14	Brookside Interceptor	\$1,500,000	2010-2011	Drainage
15	Brookside Interceptor/CSO Improvements	\$2,000,000	2008-2009	Drainage
16	Central St. from 40th Street to Westport Road Curbs and Sidewalks	\$71,800	2007-2008	Curbs / Sidewalks
17	Curbs/Sidewalk/Driveway - Holmes Road - 31st St.-Linwood Blvd.	\$172,000	2008-2009	Curbs / Sidewalks
18	Drainage - Brush Creek Improvements - Troost at Brush Creek	\$111,302	2008-2009	Drainage
19	Kenwood Ave. and Holmes from 42nd St. to 43rd St. - Alley	\$6,800	2009-2010	Alleys
20	Loose Park - Adam and Eve Fountain	\$ 44,000	2007-2008	Parks / Rec
21	Loose Park Parking Lot	\$45,000	2009-2010	Parks / Rec
22	Main St. and Concord - Neighborhood Markers	\$8,000	2009-2010	Neighborhood Markers
23a	Main St. Crosswalk Improvements - at 31st; 36th; 40th; and 45th	\$196,500	2008-2009	Traffic Control
23b	Main St. Crosswalk Improvements - at 31st; 36th; 40th; and 45th	\$196,500	2008-2009	Traffic Control
23c	Main St. Crosswalk Improvements - at 31st; 36th; 40th; and 45th	\$196,500	2008-2009	Traffic Control
24	Parks and Rec - Gillham Park - trash receptacles	\$16,000	2008-2009	Parks / Rec

INFRASTRUCTURE



#	Project Name	Cost	Fiscal Year	Improvement Category
25	Parks and Rec - Loose Park - Repair Rose Garden Gazebo	\$55,000	2008-2009	Parks / Rec
26	Parks & Recreation - Loose Park - Rose Garden Storm Drainage	\$75,000	2008-2009	Parks / Rec
27	Parks and Rec - 38th & Harrison Pkwy. - traffic circle (dirt; mulch; plants)	\$3,000	2011-2012	Parks / Rec
28	Parks and Rec - Loose Park Garden Center - Parking expansion	\$150,000	2011-2012	Parks / Rec
29	Parks and Rec - Westwood Park - Lighting	\$125,000	2011-2012	Parks / Rec
30	Resurface alley - 47th St.-48th St. between Jarboe & Bellevue	\$5,000	2008-2009	Alleys
31	Resurface alley - Bellevue & Madison - 44th St.-45th St.	\$7,000	2008-2009	Alleys
32	Resurface alley - Weideman Place-Greenwood Place	\$8,000	2008-2009	Alleys
33	Roanoke Park Volleyball Court - concrete pad; bleachers; picnic table; grill	\$41,250	2010-2011	Parks / Rec
34	Troost Avenue Bridge	\$3,700,000	2007-2008	Bridges
35	Troost from 48th St. to Emanuel Cleaver Blvd. II Sidewalks	\$126,000	2009-2010	Curbs / Sidewalks
36	Vietnam Veterans Memorial - Repairs of Memorial Fountain and Memorial Wall	\$120,000	2010-2011	Parks / Rec
37	Warwick and McGee from 41st and 43rd St. Alley	\$12,750	2007-2008	Alleys
38	Westport Road north-39th St. - Streetscape improvements	\$160,000	2008-2009	Streetscape
39	Westport Road north to 39th Street	\$300,000	2007-2008	Streets
40	Westport Road to Southwest Trafficway and 43rd St. - Design work	\$300,000	2011-2012	Traffic Control
41	Westport Road Traffic Study - Bellevue; Madison; and 43rd Street	\$250,000	2009-2010	Traffic Control
42	Westwood Park	\$250,000	2007-2008	Parks / Rec
43	Westwood Park Drinking Fountain	\$20,000	2009-2010	Parks / Rec
44	39th and Virginia Curb Inlet	\$110,000	2009-2010	Drainage
45	4341 Holly - Alley and Drain	\$2,000	2009-2010	Alleys
46	4739 Bellevue Ave. - Clean and resurface alley	\$2,650	2011-2012	Alleys
47	49th St. from Lydia and Troostwood Rd. - inlets and pipe	\$175,000	2010-2011	Drainage
48	39th Street from State Line to Mercier Decorative pedestrian lights	\$170,000	2007-2008	Street Lights
49	Armour Boulevard - Bus shelters on Armour Boulevard	\$60,000	2011-2012	Bus Shelters

#	Project Name	Cost	Fiscal Year	Improvement Category
50	Brush Creek Improvements	\$1,000,000	2007-2008	Drainage
50	Brush Creek Enhancements	\$1,000,000	2007-2008	Drainage
50	Brush Creek Improvements	\$2,903,699	2008-2009	Drainage
50	Brush Creek Improvements	\$1,000,000	2009-2010	Drainage
50	Brush Creek Improvements	\$500,000	2010-2011	Drainage
51	Broadway Blvd. from 39th St. to 43rd St. Streetscape	\$240,000	2009-2010	Streetscape
52	Gillham S. of 41st - play equipment; surfacing; benches; sidewalk	\$200,512	2007-2008	Parks / Rec
53	Main St. Streetscape Plan - 31st-44th	\$300,000	2008-2009	Streetscape
53	Main Street	\$240,000	2009-2010	Streets
53	Main Street Streetscape	\$200,000	2010-2011	Streetscape
53	Main Street Streetscape	\$125,000	2010-2011	Streetscape
Total		\$19,239,073		

This second table shows the total cost of the projects listed above, by project type.

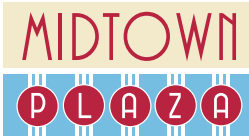
Capital Improvements (funded by Sales Tax through PIAC process)	
Improvement Category	Cost
Alleys	\$ 65,300
Bridges	\$ 3,700,000
Bus Shelters	\$ 60,000
Curbs / Sidewalks	\$ 536,510
Drainage	\$ 10,300,001
Parks / Recreation	\$ 1,244,762
Neighborhood Markers	\$ 8,000
Street Lights	\$ 200,000
Streets	\$ 860,000
Streetscape	\$ 1,125,000
Traffic Control	\$ 1,139,500
Total	\$ 19,239,073

Conclusions

There are major infrastructure issues within the Planning Area. Project implementation is dependent on funding and the Water Services Department continues to make financial requests (from a variety of sources). However, many of the needed infrastructure improvements (not only drainage, but streets, sidewalks, parks, etc.) compete citywide for limited funds. Coordination and advocacy of these necessary infrastructure projects is needed and is a point for discussion during the planning process.

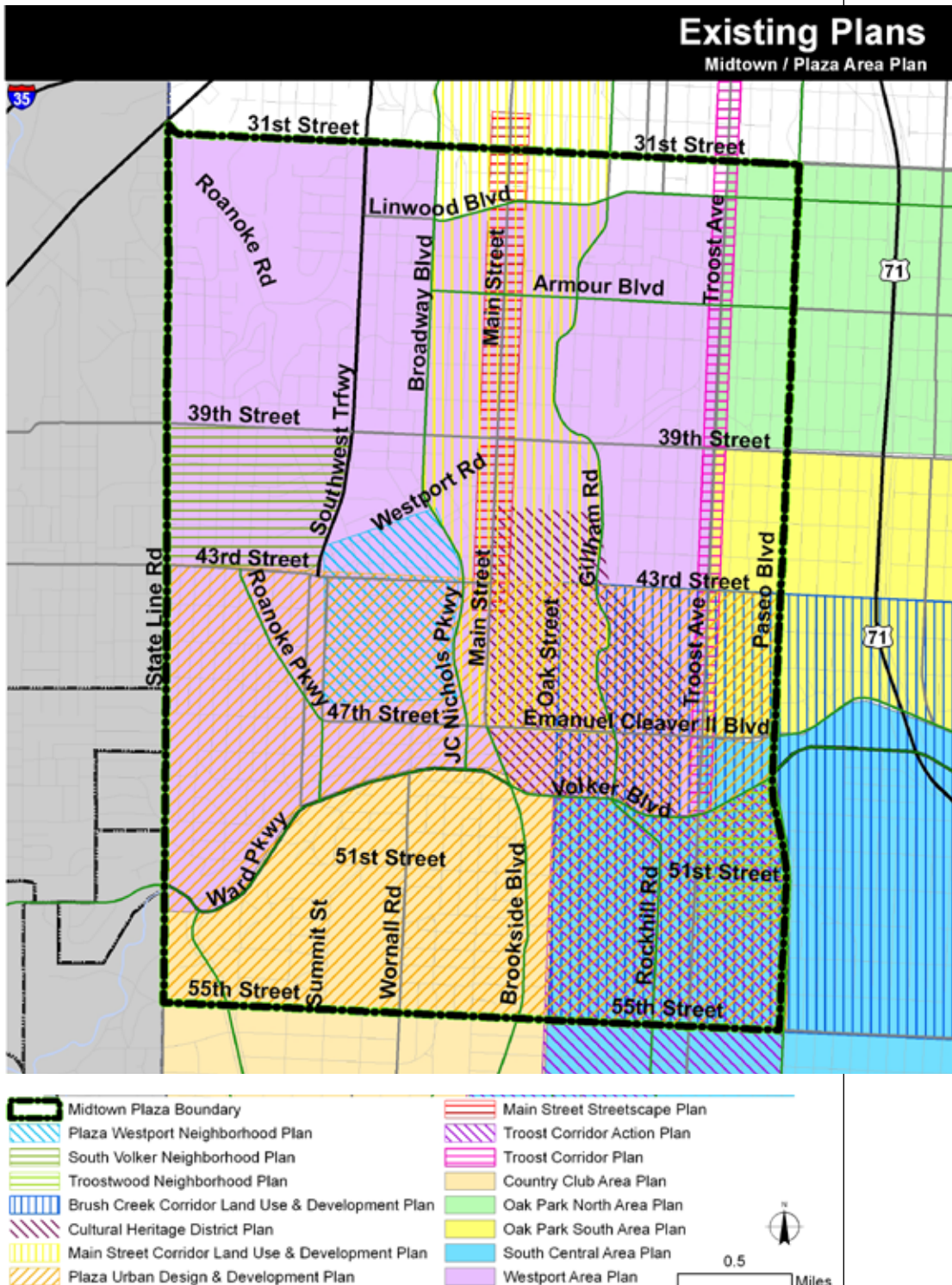
INFRASTRUCTURE





ADOPTED PLANS

As shown on the Existing Plans Map, there are currently 14 plans within the Midtown/Plaza boundaries. The *Midtown/Plaza Area Plan* will incorporate, improve, and/or replace the following plans. These plans have served the area well, however, many are out of date and in some loca-



tions numerous plans are in place. The Midtown/Plaza planning process will bring the relevant recommendations forward, incorporate new goals and ideas, and tie issues together into one coordinated plan for the area.

In addition, *FOCUS* (Kansas City's Comprehensive Plan) covers the entire City (see below for more information).

FOCUS (FORGING OUR COMPREHENSIVE URBAN STRATEGY)

Adopted in 1997, *FOCUS* is Kansas City's Comprehensive Plan. The *Midtown/Plaza Area Plan* will not replace the *FOCUS* plan, but will refine its recommendations and initiatives within the plan area. Beginning with the belief that we must build on the extensive assets of our central city, *FOCUS* outlines eight major aspirations:

- Link activity centers with efficient, cost-effective transportation
- Reinforce, reaffirm and rebuild our great and varied neighborhoods
- Provide high-quality and accessible education for all residents of Kansas City
- Create great streets and revitalize boulevards
- Create a new generation of urban amenities
- Recognize culture as commerce
- Create and maintain America's cleanest city
- Retain and attract good business citizens and jobs

MAIN STREET STREETScape PLAN

The *Main Street Streetscape Plan* was adopted by the City in February 2008. The boundaries for the plan generally extend one block to the east and west of Main Street from 30th Street to 44th Street.

The purpose of the plan is to serve as a guide for future streetscape improvements along the corridor, focus on appropriate streetscape improvements to the public right-of-way and provide general recommendations for elements outside of the area. As of January 2012, three of the four plan's recommended implementation phases are either under design or construction.

ADOPTED PLANS



PLAZA-WESTPORT NEIGHBORHOOD PLAN

The Plaza-Westport Neighborhood Plan was adopted by City Council in June 2004 and last amended in December 2011. The boundaries for the plan are generally from 43rd Street/Westport Road on the north, Madison Avenue on the west, 46th Street/46th Terrace on the south and J.C. Nichols Parkway on the east.

The area includes predominantly single family and multi-family uses and is considered a residential enclave among many of the City's most noted amenities and commercial areas. Issues identified in the plan were uncertainty over future development, impacts of new development on the existing neighborhood, multi-modal transportation, and preservation of the older traditional housing stock in the neighborhood.

MAIN STREET CORRIDOR LAND USE AND DEVELOPMENT PLAN

The Main Street Corridor Land Use and Development Plan was adopted by the City Council in January 2003 and last amended in March 2010. The boundaries for the plan are generally from Pershing Road on the north, 47th Street on the south, Gillham Road on the east and Broadway Boulevard on the west.

The plan focuses on Main Street and makes recommendations relating to adjoining neighborhoods. In recent years, recommendations of the plan that were implemented include the downzoning of the Old Hyde Park Neighborhood from multi-family to single family zoning, the creation of a community improvement district, the completion of a corridor streetscape plan, and construction of new streetscape on Main from 34th Street to 44th Street and on 43rd Street from J.C. Nichols Parkway to Oak Street.

TROOST CORRIDOR ACTION PLAN

The *Troost Corridor Action Plan* was recognized by City Council in December 2004 as Southtown Council's guide for the future development in the area bound by Volker Boulevard on the north, Meyer Boulevard on the south, The Paseo Boulevard to the east and Oak Street to the west.

The Plan offers development principles including: promotion of urban-oriented mixed-use structures, promotion of additional landscaping in parking lots and along the public right-of-way, improvements to building facades and signage, reestablishment of a neighborhood center rather than an automobile dominant strip, and enhancing Troost Avenue into a 'campus-like' road to create a cohesive connection. Urban Design guidelines are also outlined at length within this Plan.

TROOSTWOOD NEIGHBORHOOD PLAN

The *Troostwood Neighborhood Plan* was approved by City Council in October 1999. The boundaries for the plan are Volker Boulevard on the north, Paseo Boulevard on the east, Rockhurst Road on the south, and Troost Avenue on the west.

The principle purpose of the Plan was to unite institutional and community issues in the Troostwood neighborhood. This plan recommends targeted projects; three are open space/public amenity projects and five are housing development projects.

BRUSH CREEK CORRIDOR LAND USE AND DEVELOPMENT PLAN

The *Brush Creek Corridor Land Use and Development Plan* was adopted by the City Council in February 1999. The Brush Creek Corridor is bound by 43rd Street on the north, 55th Street on the south, Elmwood Avenue on the east, and Oak Street on the west.

In establishing a vision for the Corridor, the land use plan explored how development in the emerging Brush Creek Corridor could be directed to obtain maximum benefits for the Brush Creek neighbors and the city at large, capitalizing on the Corridor's dominant characteristics: Brush Creek, the adjacent parkland, and the support of the many community anchors located along the Corridor, from Elmwood Avenue to State Line Road.

TROOST CORRIDOR PLAN

Adopted in 1998, the *Troost Corridor Plan* represents the collective efforts of neighborhoods, businesses, institutions and City agencies to begin to address the redevelopment of the Troost Avenue corridor, in a project area between 22nd and Volker. Using the *FOCUS Kansas City Plan* Neighborhood Assessments and community workshops, strategies were suggested for neighborhood improvement and for redevelopment of Troost Avenue.

ADOPTED PLANS



PLAZA URBAN DESIGN AND DEVELOPMENT PLAN

The *Plaza Urban Design and Development Plan* was approved by the City Council in June 1989 and last amended April 2011. The plan is generally bound by 43rd Street on the north, 55th Street on the south, the Paseo Boulevard on the east and State Line Road on the west.

The plan is an urban design and development plan and seeks to maintain the quality and character of the Plaza area. The purpose of the plan is to conserve the outstanding amenities of the Plaza while accommodating growth and change. Strategies for future development are outlined within the plan so that new development will contribute to the existing environment including:

- The scale and bulk of future buildings.
- The physical placement of new buildings in relationship to the existing buildings.
- The height of future buildings.
- Pedestrian access to new buildings and to the Plaza area.
- The architectural details and materials used in new buildings.
- View corridors into the Country Club Plaza and within the Plaza area.
- Significant points of entry into the Plaza area.
- The design of the roadways and bridges.

SOUTH CENTRAL AREA PLAN

The South Central Area Plan was approved by the City Council in March 1980 and last amended in December 2007. The boundaries for the plan are Volker Boulevard/47th Street on the north, 63rd Street on the South, Prospect Avenue on the east, and Oak Street on the west.

This area contains a variety of uses including solid residential neighborhoods, large institutional uses like the University of Missouri-Kansas City and Rockhurst University campuses, and is bisected by two of the City's important north-south corridors – Troost Avenue and the Paseo. Although this area will largely remain residential, it is strongly influenced by its major universities and their future plans for expansion. This includes future mixed use development along Troost Avenue and the creation of a University District south of Brush Creek.

COUNTRY CLUB AREA PLAN

The *Country Club Area Plan* was approved by the City Council in August 1980 and last amended in November 2002. The boundaries for the plan are Volker Boulevard and Ward Parkway on the north, Gregory Boulevard on the South, Oak Street (Volker Boulevard to 63rd Street) and Troost Avenue (63rd Street to Gregory Boulevard on the east, and State Line Road on the west.

This urban area between the Country Club Plaza and Waldo includes healthy commercial centers like Brookside and Main Street south of the Plaza, significant open spaces such as Loose Park, the Ward Parkway Median and Brush Creek and is connected by major roadways. This area offers diverse high quality uses and compact neighborhoods. Issues identified in the plan were uncertainty over future development, impacts of new development the existing neighborhood, multi-modal transportation, and preservation of the older traditional housing stock in the neighborhood.

OAK PARK NORTH AREA PLAN

The *Oak Park North Area Plan* was approved by the City Council in December 1976 and last amended in April 2011. The boundaries for the plan are 31st Street on the north, 39th Street on the south, Troost Avenue on the west, Stadium Drive and Leeds Trafficway on the east.

The plan was established to provide a guide for future development and re-development of the area by identifying housing and public needs. Actions identified in this plan include demolishing dilapidated structures; rehabilitating structurally sound but seriously deteriorating structures; rezoning to remove the spot commercial zoning; intensifying inspection programs; removing on-street parking from Prospect, Linwood, Troost; and developing a property maintenance demonstration program. To facilitate cross-town movement of trucks and transit, this Plan recommends channeling trucks and buses on 31st street and through car traffic on Linwood Blvd.

OAK PARK SOUTH AREA PLAN

The *Oak Park South Area Plan* was approved by the City Council in August 1977 and last amended in April 2011. The boundaries for the plan are 39th Street and Leeds Trafficway on the north, Brush Creek Boulevard and Blue Parkway on the south, Troost Avenue on the west, the Blue River on the east.

ADOPTED PLANS



The plan was established to provide a guide for future development and redevelopment of the area by identifying housing and public needs. To provide stability to the area, demolition of substandard structures and rehabilitation is recommended, along with innovative financing methods through loan programs. Public infrastructure improvements are recommended, as is minimal rezoning.

SOUTH VOLKER NEIGHBORHOOD PLAN

The *South Volker Neighborhood Plan* was approved by the City Council in November 1989. The boundaries for the plan are 39th Street on the north, Westport Road on the south, Southwest Trafficway on the east, and State Line Road on the west.

The plan was prepared in response to increased development in and near the Volker Neighborhood. This plan serves as a supplement to the *Westport Planning Area Plan*, providing an in-depth study of neighborhood issues. Over the past years, the plan has successfully served to maintain the character of the neighborhood as a guide future development.

WESTPORT PLANNING AREA PLAN

The *Westport Planning Area Plan* was approved by the City Council in August 1972 and last amended in September 2011. The boundaries for the plan are 31st Street on the north, Ward Parkway on the south, Troost Avenue on the east, and State Line Road on the west.

The *Westport Planning Area Plan*, which was adopted nearly 40 years ago, contains many of Kansas City's most prominent arterial corridors, commercial centers, institutions and residential neighborhoods. Because, the plan has been amended 37 times and areas of it have been supplanted by more specific planning documents (for example the *Plaza Urban Design and Development Plan*, the *Main Street Corridor Plan*, the *South Volker Neighborhood Plan*), a comprehensive update to this plan is warranted.